BUS&COACH BUYER

21 MARCH 1997 | ISSUE 401

ALL THE VERY BEST!

... our toast for the month of March, reflecting the condition and choice of used vehicles in our new month's list. Setra Quality. Setra Performance. Setra Support. All the very best!

◆ 1994 Scania K113/Van Hool - Triaxle. Centre toilet, coffee machine, Telma, ABS, video, 2 monitors, air conditioning, 48/51 "Royal" seats. New MOT - in excellent condition.

◆ 1994 Volvo B10/M - Plaxton Premier 3500 - 50 reclining seats, with seat belts, toilet, water boiler, TV/Video, Radio/PA, air conditioning, foot rests, double glazed. Choice of 5. Long MOTs - very good condition throughout.

◆ 1994 MAN Caetano Algarve II - 35 recliners, courier seat, Radio/PA, wired for TV, driver, courier microphones. Full length rear exit - low mileage - sold with new MOT. In very good condition.

◆ 1993 Setra S 215 HD (TORNADO) - MAN Engine, 49 recliners, courier. Toilet, kitchen, Voith retarder, ABS, Webasto, TV/Video, central locking, Radio/PA, fridge, lift and lower, driver's bunks, full air conditioning, aluminium wheels. Long MOTs - in nice condition. Excellent touring vehicles.

◆ 1992 Setra S 215 HD (TORNADO) MAN Engine, 55 recliners, courier seat, Voith retarder, ABS, lift and lower, central locking, fridge, Radio/PA, flotex covering to floors throughout, aluminium wheels. Long MOT - in lovely condition. Superb tourer.

◆ 1991 DAF SB 3000/Caetano Algarve, 49/53 recliners, demountable toilet, ABS, Radio/PA, TV/Video, courier seat, fridge, water boiler, continental centre door - sold with new MOTs - choice of 2 nice vehicles.

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SETRA

## Plans for 1997 Bus Industry Awards announced

## Shearings in Wallace Arnold bid

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**93 MAN JONCKHEERE DEAUVILLE**

ZF 6 speed gearbox, 49R+C, video / monitor, radio/PA/cassette, drivers bunk, drinks machine, continental door and centre sunken toilet

**88 SCANIA K112CRB JONCKHEERE P599**

ZF gearbox, 51R+C, retarder, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, refrigerator, continental door & centre sunken toilet

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**93 VOLVO B10M PLAXTON EXCALIBUR**

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**VOLVO B10MT VAN HOOL ALIZEE SH**

G7 gearbox, 49R+C, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, continental door, refrigerator, rear sunken toilet and Webasto.

**88 MAN 330 VAN HOOL T815**

ZF gearbox, 49R+C, retarder, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, refrigerator, centre sunken toilet and continental door.

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## VOLVOS

**1992 J VOLVO MARK III PLAXTON EXCALIBUR 350,** 49/53 reclining seats, courier seat, centre demountable toilet, continental door, Telma, 'air conditioning, Webasto, boiler, fridge, d/glazed, radio/PA, TV .....**Choice of 2 £95,000**

**1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE,** 51 recliners, courier seat, rear sunken toilet/continental door, d/glazed, radio/PA ...**£79,500**

**1988 F VOLVO B10M JONCKHEERE 599,** 51 reclining seats, courier seat, rear sunken toilet/continental door, double glazing, radio/PA.....**£62,500**

**1988 E VOLVO B10M JONCKHEERE P599,** 53 reclining seats, courier, d/glazed, radio/PA, repainted white, new test ..... **£62,500**

**1984 VOLVO B10M PLAXTON PARAMOUNT 3500,** 53 reclining seats, courier seat, d/glazed, radio/PA, retrimmed, new stretch panels, repainted, new test ..... **£37,500**

**1983 VOLVO B10M VAN HOOL ALIZEE,** 49 reclining seats, courier seat, centre sunken toilet, radio/PA, immaculate .....**£35,000**

**1983 VOLVO B10M PLAXTON PARAMOUNT 3500,** 51 reclining seats, courier, double glazing, Webasto, radio + PA, belts fitted.....~~**£27,500**~~ **£25,000**

## OTHERS

**1996 N SCANIA K113 IRIZAR,** 49 reclining seats, courier seat, rear sunken toilet / continental door, air con, double glazed, boiler, fridge, bunk, low mileage, only 73,250km.....**£160,000**

**1995 M SCANIA K113 IRIZAR CENTURY,** Triaxle, 49 reclining seats, courier seat, centre sunken toilet, power continental door, air conditioning, d/glazed, boiler, fridge, bunk, 2 x TV's, radio/PA, .....**£162,500**

**1995 N IVECO 59/12,** Cacciamali, 20 Fainsa seats, Webasto, Sutrak, air con, radio/pa/fridge, boiler, large boot, immaculate.....**£45,000**

**1994 L DAF LDV 400,** Auto Classique conversion, 16 hi back coach seats, radio/PA/cassette, racks, white, low mileage.....**£14,000**

**1993 SCANIA K113 PLAXTON PREMIERE 350,** 49/53 reclining seats, courier, auto transmission, ZF HP 600, centre demountable toilet, boiler/fridge, double glazing, ABS, Sutrak air conditioning, radio/PA etc, immaculate .....~~**£107,500**~~ **£105,000**

**1991 MERCEDES 811,** Dormobile bus, automatic transmission, Eberspacher, 29 service seats, 10 standees, tested 11/2/98, repainted white.....**£18,500**

**1991 PP ASQUITH,** 11 seats, PSV, leather buttoned seats, full carpet, stainless steel grille batery bos, in mint condition, mileage only 28,000 miles..... .....**£19,000**

**1991 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3200,** 57 seater, Cummins L10, power operated door, radio/PA, very clean .....**£55,000**

**1990 G DENNIS JAVELIN DUPLE 320,** 53 reclining seats, rear sunken toilet/continental door, radio/PA/curtains, belts, new repaint white .....**£49,500**

**1988 BOVA FUTURA FHD,** 49 reclining seats, courier seat, centre sunken toilet/continental door, d/glazed, Sutrak air conditioning, fridge, boiler, radio/PA .....**£66,500**

**1987 LAG PANORAMIC,** 49 retrimmed reclining seats, courier seat, centre toilet with continental door, d/glazed, Telma, radio/PA, repainted white..... .....**£48,500**

**1986 C FORD R1014 PLAXTON PARAMOUNT 3200,** 35 reclining seats, POD, radio/PA, recon engine .....**£22,000**

**1985 LEYLAND TIGER JONCKHEERE P50,** 48 reclining seats, courier seat, rear sunken toilet, continental door, d/glazed, boiler, radio/PA, TV monitors .....**£27,500**

**1985 PP DAF MB200 PLAXTON PARAMOUNT 3500,** 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV ..... **£30,000**

**1983 PP MERCEDES 0303 JONCKHEERE BERMUDA,** 51 reclining seats, courier seat, centre sunken toilet, continental door, radio/PA ..... **£19,000**

**1982 LEYLAND TIGER PLAXTON VI,** 57 seater, radio PA ..... **£15,500**

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**ON MAN 11.220 HOCLR**

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*for immediate delivery*

## USED COACHES

**1989 TOYOTA OPTIMO,** 21 seats, crew seat, radio/tape, lift up armrests, tinted windows, curtains, interior grey / red, exterior ivory / turquoise / blue. MoT 6/5/97 ..... £15,500

**1989 TOYOTA OPTIMO,** 18 recliners, crew seat, large luggage boot, Blaupunkt radio, wheel trims, curtains, interior fawn, exterior green/black, MoT 16/4/97 ..... £15,500

**1988 BOVA FUTURA FHD,** 49 recliners, crew seat, seat belts to all seats, air conditioning, centre sunken toilet, centre continental door, hot water boiler, fridge, double glazing, Peage window, radio/tape, interior brown/beige, exterior white/green/red, MoT10/3/98 ..... £66,500

**1987 BOVA FUTURA,** 53 recliners, double glazing, radio / tape / PA, wired video + monitor, curtains, drivers bunk area, interior red / grey, exterior white / orange / grey. MoT 23/3/98 ..... £49,500

**1986 (OCT) DAF MB200 PLAXTON PARAMOUNT 3200,** 53 fixed seats (retrimmed), seat belts to all seats, tinted windows, exterior white, interior fawn / brown / orange / yellow stripes, MoT 25/6/97 ..... £34,500

**1985 DAF SB23000DHS PLAXTON PARAMOUNT 3200,** 53 recliners, radio/tape, tinted windows, Telma, splitter gearbox, brown/fawn interior, exterior blue/white, MoT 21/12/97 ..... £27,500

**1984 (DEC) DAF SB2300 JONCKHEERE JUBILEE P599,** 51 recliners, crew seat, inswung door, centre sunken toilet, continental door, seat belts, all seats, tinted windows, fridge, grey interior, white / blue / orange, MoT 8/12/97 ..... £29,500

**1982 MERCEDES 0303 JONCKHEERE,** 52 recliners retrimmed, radio/tape/PA, power door, curtains, grey/red interior, white exterior, unsignwritten, MoT 15/3/98 ..... £19,750

**1980 FORD R1114 DUPLE DOMINANT II EXPRESS,** 53 seats, power door, red interior, white exterior. MOT 30/1/98 ..... £3,750

**1979 VOLVO B58 PLAXTON SUPREME IV,** 48 seats, rear toilet, Telma, power door, MoT 20/3/98 ..... £6,750

**1979 LEYLAND LEOPARD DUPLE DOMINANT EXPRESS,** 49 seats, semi-automatic gearbox, power doors, exterior silver / yellow / red, MoT 21/1/98 ..... £5,000

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**1985 PP DUPLE 425 CUMMINS L10**
55 seats, manual 6 speed gearbox, double glazed, rear floor mounted toilet, radio/PA. **MoT 18/2/98**

**1990 G TOYOTA OPTIMO CAETANO**
18 seats + courier, radio/PA, seatbelts, livery blue **MoT 17/7/97**

**1991 (H) VOLVO B10M MK III 273 BHP VAN HOOL ALIZEE**
53 seats + crew seat, radio/PA/cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts. **MoT 1998** Choice

**1990 (G) VOLVO B10M MK III a273 BHP VAN HOOL ALIZEE**
53 seats + crew seat, radio/PA/cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts. **MoT 1998** Choice

**1991 (H) VOLVO B10M MK III 273 BHP VAN HOOL ALIZEE**
49 seats + crew seat, toilet, servery, fridge, continental door, Telma, radio/PA/cassette, double glazed, seat belts (lap type), seat belts. **MoT 6/12/97** Choice

**1989 (PP) MAN 16-290 JONCKHEERE DEAUVILLE**
49 seats + crew seat, centre sunken toilet, Telma, servery, fridge, continental door, radio/PA /cassette, TV, Video, double glazed.
**MoT 12/11/97**

**1992 (J) VOLVO B10M MKIII VAN HOOL ALIZEE**
49 reclining seats, ZF 6 speed S690 manual gearbox, ABS braking system, half rear emergency door, centre continental exit door, radio/PA system, centre demounted toilet, centre servery, centre crew compartment. Choice

**1989 (G) DAF SB2300 VAN HOOL ALIZEE**
51 reclining seats, double glazed, drivers bunk, centre toilet, radio/PA system, 2 x TV's, livery white. **MoT 28/06/97**

**1990 PP DAF DHS 3000 VAN HOOL ALIZEE**
49 seats, 7 speed ZF gearbox, double glazed, radio/PA, livery white/blue. **MoT 15/11/97**

**1990 (G) LEYLAND PLAXTON TIGER 3200**
50 reclining seats, 6 speed ZF gearbox, double glazed, toilet, radio/PA system, drinks servery, white livery.
**MoT 16/12/97**

**1988 (F) DENNIS JAVELIN DUPLE 320 – Choice of 3**
53 reclining seats, 6 speed ZF manual gearbox, brown moquette, power door, (one re-moquetted). **MoT Sept/Oct 97**

**1984 (PP) LEYLAND PLAXTON TIGER 3200**
48 reclining seats, semi-automatic gearbox, power door, toilet, radio/PA system, TV, drinks, livery white. **MoT 17/01/98**

**1995 (M) SCANIA K113 IRIZAR CENTURY**
49 seats, drivers bunk, comfort shift gearbox, double glazing, air conditioning, radio/PA system, fridge, TV/video, rear sunken toilet, rear continental door. **MoT 2/04/97**

**1989 (F&G) LEYLAND TIGER – Choice of 3**
55 seats + 24 standing, livery white, Alexander Belfast service bus body, Cummins L10, ZF automatic gearbox,Livery white. **MoT Nov/Dec 97**

**1992 (J) SETRA TORNADO 215HD**
Man engine, ZF 7 speed gearbox, 49 reclining seats and courier seat, sunken centre toilet, 2 TV monitors and video, radio/PA system, repainted white. **MoT NEW**

**1992 (J) SCANIA K93CR/273 PLAXTON PREMIERE 3200**
53 seats, radio/PA/ cassette, double glazed, blinds to side windows, (lap type) seat belts. **MoT 1998** Choice

**1983 (PP) MAN VAN HOOL ASTRON**
57 reclining seats, new Graffiti moquette, twin deck videos, hot drinks machine, fridge, toilet, drivers bunk, reconditioned engine.
**MoT NEW**

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**21 MARCH 1997**

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(Registered office: 3/4 London Road, Spalding, Lincolnshire PE11 2TA)


**Front Cover: A recent customer for the integrally constructed Optare Excel low floor bus is Timeline.**

# News

## Helping buses through congestion

**A seminar organised by London Transport Buses which brought together all of the groups involved in London's Bus Priority Network has concluded that keeping bus routes clear of obstructions and standardising bus lane restrictions across the capital would help motorists avoid infringing regulations.**

The seminar was told that advances in camera technology and on bus cameras were making it easier to spot, identify and prosecute offenders, but that more needs to be done to keep London's bus lanes clear of obstructions. Delegates said, compliance from motorists should be aimed for but those who persist in using bus lanes despite the restrictions should be fined heavily enough to hurt their pockets.

Richard Smith, LTB's planning and development director said, 'Reliability is the key - it is no good having the latest, high quality buses, if they are stuck in traffic, and bus lanes are little use if they are filled with cars. Just one car in a bus lane can cause serious delays.'

## LPG for Copenhagen

**Danish operator DSB is to introduce 51 LPG fuelled city-buses into Copenhagen. Based on DAF lowfloor chassis featuring the new 8.6 litre LPG engine and with bodies by DAB-Silkeborg, they will carry up to 100 passengers with 39 seated. DAF's LPG fuelled buses have concluded successful tests in the UK, France, Italy, Portugal and Switzerland. Copenhagen is to be joined by other cities seeking public transport with cleaner emissions throughout 1997. These include some in Austria, Germany, Spain, Poland, Greece and Turkey.**

## Flightlink services to increase

**The airport services division of National Express, Flightlink, has announced additional services from regional airports to Heathrow and Gatwick. From 24 March non-stop services from East Midlands airport will be increased from five to eight times per day. A further seven are planned from Birmingham, starting in May, bringing the total to 17. With no domestic flights linking regional airports to Heathrow or Gatwick, Flightlink claims to offer the only direct method of public transport taking passengers to the heart of the airport.**

Increases in the frequency of Flightlink's services were developed in consultation with Heathrow airport as part of the 'Free Flow Heathrow' initiative which encourages passengers to make use of public transport to and from the airport. Flightlink recently opened a new departure lounge at Heathrow's Terminal 3 to enhance standards of customer care. All its coaches are equipped with washrooms, reclining seats and overhead lockers. Drinks and light refreshments are served to passengers, in their seats, by stewards or stewardesses. From 8 April 1997 all National Express Flightlink and Airlink services will be re-branded under the Flightlink name.

## Shearings bid for Wallace Arnold

**Wigan based tour operator Shearings is bidding to acquire its Leeds based rival Wallace Arnold. Ken Meddes, managing director of Wallace Arnold, has confirmed that the company is currently engaged in negotiations but cannot name the parties involved. He confirmed that senior members of his staff had been in receipt of approaches from a number of other sources and said that all options were being considered.**

This poses a reversal of the situation last year when Wallace Arnold were one of the bidders to acquire Shearings from the Rank Organisation, prior to its management buyout. Wallace Arnold has recently announced improved performance figures with bookings up by 40% in the early part of the year and its share price rising sharply from the end of February.

### meanwhile...

**Wallace Arnold Tours have placed a record order valued at £8m for 56 new touring coaches. The 1997 order is part of the company's three-year replacement plan and the buying decision has been made with passenger safety and comfort as a top priority. Vehicles on order include 26 with air conditioning, specifically for European tours. Bodies will be supplied by Plaxton Coach & Bus, Van Hool and Jonckheere. They will all be based on Volvo Chassis.**

Wallace Arnold say the order has come at a time when the company is experiencing its biggest growth in demand for holidays for three years. Record bookings, up 40% for the first four months of the booking season, have been reported for holiday programmes at home and abroad. Robert Barr, chairman of the Leisure Division, said: 'This growth is in addition to a highly successful autumn 1996/spring 1997 programme with next year's autumn schedules already on the starting blocks.'

The company claims substantial investment in quality has been responsible for maintaining a steady growth in an adverse economic climate, paying dividends in terms of volume and value for money for customers.


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# News

## Nottingham Transport Conference

**1997 sees the 21st Nottingham Transport Conference & Exhibition which takes place on 17-18 April at Nottingham University. The keynote address will be given by European Transport Commissioner Neil Kinnock, who will outline his agenda for creating a positive environment for sustainable public transport. The event features two days packed with topical transport issues with a conference dinner to round off the first day.**

The cost of attending is £350.70 plus VAT (£41.30) which is fully inclusive of papers, refreshments and conference dinner. A daily rate of £229.85 plus VAT (£20.15) covers everything except the conference dinner. Students under 28 can obtain £80 discount for the full conference or £40 per day. Overnight accommodation for 17 April is available on the campus where bed & breakfast in an en-suite room costs £36.60 or rooms with a shared bathroom cost £25.53. Accommodation for 16 April is available but places are limited. For more details contact the Conference Secretary (TD), Construction Industry Conference Centre Ltd, PO Box 14, Cambridge CB1 5EN. Telephone 01223 881622.

## CTI take Citybus stake

**China Travel International Investment Hong Kong (CTI) is to take a stake of approximately 20% in Citybus Hong Kong, the well known bus operating company. Citybus is to receive HK£247.3m for 10% of its shares, while CTI will also pay the CNT Group HK£240.45m for a 19.1% stake in the holding vehicle for its 57.6% stake in Citybus.**

CTI and Citybus have agreed to set up a joint venture company, CTS Citybus to develop land passenger transport services between Hong Kong and China. This will absorb the existing services run by both concerns on the route.

## Rally Update

**The UK Coach Rally is being staged at Brighton on the weekend of 19/20 April. Over the years the event has seen a great many innovations in coach design and this year will no doubt live up to this tradition. Jef Johnson has long been involved in the marshalling of the event and this rally will be something special for him as his new book, London Coach Operators in Colour 1950-1980 is being launched by Ian Allan Publishing. Priced at £12.99 the hardback title features 85 colour pictures of vehicles belonging to London operators.**

Anyone requiring more information on how to enter the Rally should contact Ann or Paul Cousins of Coach Displays Ltd on 0181 581 0049. For trade enquiries contact Mark Griffin on 01926 888123 or fax 01926 888004.

## Full hat for Plaxton at Trent

**Plaxton Coach & Bus has scooped the entire Trent Buses order for 1997. Valued at £2.75m, the order is for 34 vehicles. Twenty Dennis Dart SLF based 10.6 metre Pointers are a repeat order following the success of 16 introduced last year. Also ordered are nine Mercedes Benz Vario based Beaver 2s, the first Beavers to join Trent, and five Premieres on Volvo B10M chassis. The Premieres will be used on Trent's Red Arrow limited stop service linking Nottingham and Derby.**

## Local award for Garrett

**Richard Garrett of Ashby de la Zouch has won the Coach Operator of the Year award presented by local newspapers for Staffordshire and the East Midlands. The business is run by Richard and his wife and operates four coaches with three full-time drivers. Garretts promote tours and holidays anywhere within the UK but major on destinations in the South West and Isle of Wight.**


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The Institute of Road Transport Engineers

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# Registrations

## SMMT FIGURES FEBRUARY REGISTRATIONS BUSES & COACHES

| Manufacturer | FEBRUARY 97 | FEBRUARY 96 | YEAR TO DATE 97 | YEAR TO DATE 96 |
|---|---|---|---|---|
| BOVA | 5 | 2 | 5 | 3 |
| DAF BUS | 0 | 3 | 0 | 9 |
| DENNIS | 7 | 72 | 134 | 133 |
| IVECO FORD | 4 | 1 | 9 | 3 |
| MAN | 0 | 4 | 5 | 7 |
| MERCEDES BENZ | 7 | 11 | 9 | 11 |
| OPTARE | 18 | 0 | 45 | 32 |
| SCANIA | 12 | 20 | 18 | 45 |
| VOLVO | 124 | 126 | 261 | 287 |
| OTHER BRITISH | 0 | 0 | 4 | 0 |
| OTHER IMPORTS | 13 | 7 | 16 | 18 |
| TOTAL BRITISH | 118 | 95 | 273 | 236 |
| TOTAL IMPORTS | 122 | 151 | 233 | 312 |
| GRAND TOTAL | 240 | 246 | 506 | 548 |


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**1991 (August) BOVA FUTURA FHD 12.290 INTEGRAL 12M**
51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished all white.
M.O.T. MARCH 1998

**1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M**
49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows with blinds, courier seat, water boiler, power entrance door, finished all white.
M.O.T. OCTOBER 1997.

**1989 VOLVO B10M PLAXTON PARAMOUNT 3500 12M**
49 recliners, red/grey/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, water boiler, power entrance door, finished all white.
M.O.T. JULY 1997

**1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M**
49 recliners, grey/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, water boiler, coolbox, wired TV/video, power entrance door, finished all white. M.O.T. JANUARY 1998

**1989 SCANIA K93 DUPLE 320 12M**
55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white.
M.O.T. NOVEMBER 1997

**1988 NEOPLAN SKYLINER (MERCEDES V10) double deck**
75 recliners (57 upper saloon + 18 lower saloon), red/orange moquette, courier seat, water boiler, fridge, 2 tables, O/S rear toilet, wired TV/video, power entrance doors, finished metallic silver/grey.
M.O.T. DECEMBER 1997

**1988 VOLVO B10M PLAXTON PARAMOUNT 3500 12M**
51 recliners, beige/orange moquette, tinted side windows, drinks machine, O/S rear sunken toilet, continental door, power entrance door, finished all white.
M.O.T. JANUARY 1998

**1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M**
49 recliners, red/grey moquette, sunken toilet O/S rear, continental door, double glazed side windows, curtains, courier seat, water boiler, power entrance door, finished cream/grey.
M.O.T. JANUARY 1998

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49 recliners, grey/yellow/beige moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, TELMA retarder, power entrance door, finished white/yellow.
M.O.T. JANUARY 1998

**1987 DAF DKFL VAN HOOL ALIZEE-H 12M**
51/55 recliners, grey/red/orange moquette, centre sunken demountable toilet, continental door, seat belts to all seats, tinted side windows, curtains, courier seat, power entrance door, finished beige/red/orange/ black M.O.T. DECEMBER 1998

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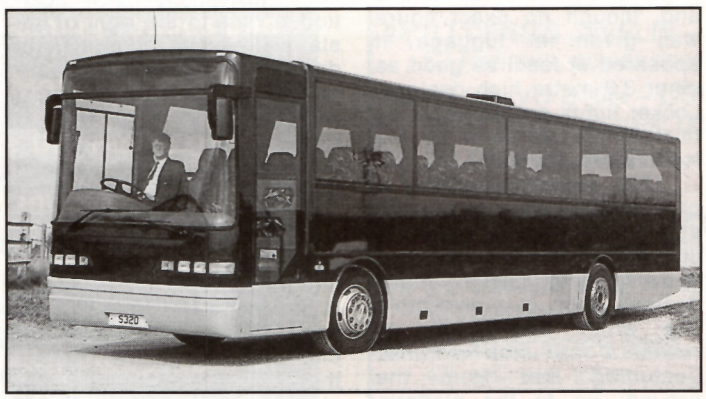
# S320

## UVG's first true coach

**UVG has been promising a coach product which combines style and passenger appeal with a very competitive price and with the launch of the S320 it is delivering it. The metamorphosis from Wadham Stringer's Vanguard through the W.S Coachbuilders UniStar to the UVG S320 has been a gradual process and the end result is the most convincing coach ever to leave the Waterlooville factory. Throughout the process the company has canvassed the opinions of operators and endeavoured to ensure that their requirements are met in the finished design. Stuart Jones visited Hampshire last week to preview the S320 before it set off on a nationwide demonstration tour.**



***UVG's new S320 coach showing the styling talents of Fran Cush.***

Managing director, Mike Woodward, explained that the S320 completed the line up of vehicles designed and engineered at Waterlooville which form UVG's range for the future. It joins the CitiStar coachbuilt minibus and Urban Star standard and low floor midibus, the three of which will be complemented by the Mercedes Benz 0405N low floor bus which UVG is to finish for the UK market. Although the S320 is arguably the company's first true coach, it comes with a pedigree as around 2,250 vehicles with basically similar structures have been produced over the past seven years, most of them for the Ministry of Defence. 'How many other manufacturers have all welders coded to AQAP standards?' asked Mike.

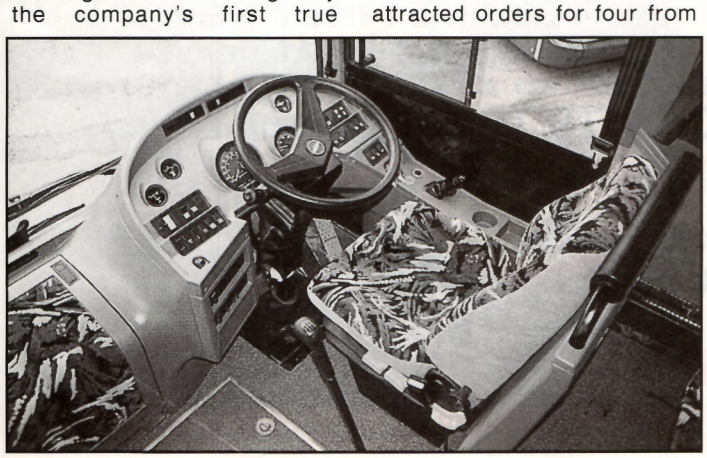
Its predecessor, the UniStar, has already won a degree of support from operators with Coombs of Weston Super Mare and Shire Coaches among customers for it. The recently advertised £95,000 per coach model run-out, in preparation for the introduction of the S320, attracted orders for four from Go Whittle, three (with 72 seats) from the Isle of Wight Council, one from Stornoway and a repeat order from Shire Coaches. The S320 will start at £10,000 more than this but is a greatly enhanced product.

### The S320

Thanks to Fran Cush, a stylist with a track record that includes several of Optare's most successful designs, the S320 has attractive, uncomplicated lines which will not date rapidly. While the majority of the vehicles side is flat, there is a vertical feature ahead of the first passenger window which stands slightly proud of the body. This also acts as a drain for water on the roof, preventing it reaching the passenger door or driver's signalling window. Another design touch I liked was the incorporation of the high level repeater brake lights on each side of the rear screen.

The frame is a welded box section structure which meets the ECE R66 rollover requirements and has extensive corrosion protection. Front and rear panelling is of GRP with a one piece aluminium sheet roof and extruded cant rail sections. Lower side panels, all of which are hinged, are of 3mm aluminium bonded to a strong aluminium frame, while the wheelarches are of GRP. The full length panels between the window and floor line are one piece stretched stainless steel. I found the locker doors well balanced for easy closing, but was surprised that the locker reverse was left unpainted, the more surprising because the inside of the boot was particularly well finished.

With the exception of the entrance door, all side windows, including the emergency door, are bronze tinted double glazed units, bonded into

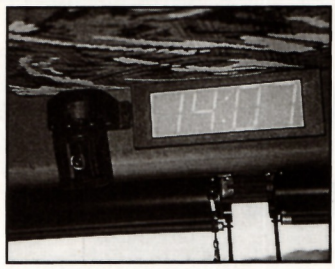


***A new dash and driver's binnacle have been developed for the S320. The Isringhausen air seat is now standard.***

***The saloon had a warm, comfortable ambience.***

place. The rear screen is single glazed to assist escape in case of a rollover incident and the front screen is a horizontally split two piece design. Passenger vision should not be greatly impaired by the bar between the two front screens, the upper screen being set high enough to offer passengers a good forward view should an operator decide to specify some kind of destination apparatus.

Before I inspected the coach, Mike Woodward pointed out that he was not happy with the boot layout and explained that production vehicles would have a deeper boot well. At present the boot floor slopes down from level with the top lip of the bumper moulding. Future examples will have the boot floor sunken by about five inches to increase the luggage space without altering the vehicle's departure angle or external appearance. With a full width heavy duty rubberised flap to protect the driver's trousers during loading, and a substantial curved drip collector between the boot hinges, the driver's comfort

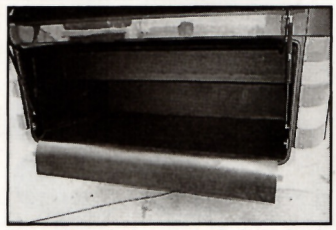


***The optional camera at the front of the saloon. The digital clock is standard.***

had not been forgotten.

Javelin's chassis layout permits both a rear boot and a spacious hold amidships and, though no exact figure was given for luggage, it appeared at least as good as other 3.2 metre high designs. Locker lights are activated by microswitch as soon as the lockers are opened.

UVG considered fitting a plug door but were persuaded against doing so by customer comments. The air operated in-swing door design finally decided upon is a creditable one which opens fully to reveal a four step entrance (including that from the ground) up to the platform



***The boot has a full width heavy duty flap to protect both driver and luggage. Production vehicles will have a deeper boot well.***

alongside the driver. Thereafter there is a single step to the completely flat saloon floor. Substantial well positioned rails to the right of the stairwell assist boarding, as does a spotlight which illuminates the area. I'm not sure what rails will be provided if the courier seat option is taken as there were none to the left of the stairs.

Attention has been paid to making the design maintenance friendly, to which end the windscreen top up bottle is located in a bottom hinged, easy access panel beneath the driver's window. Rather than risk exposing the electrics to the elements the control panel is located inside the vehicle, behind a trimmed panel in the dash.

The whole dash panel, including an instrument binnacle which is said to prevent glare on the instruments is a new design which is far more attractive than earlier purely functional designs from the company. A light on the dash, supported by an audible warning, tells the driver if either the rear boot or the luggage lockers have been left open. The driver has a lockable cupboard - two if a video is not specified - and some useful pockets including one designed to accept a standard drinks can and one for cassettes. A fully adjustable air suspended Isringhausen driver's seat is now standard, replacing the Chapman unit used in UniStars. The steering wheel is also fully adjustable. An advantage of the military requirement that the vehicle screen must fully defrost in 15 minutes in a temperature of minus 20 degrees is a turbo boost system which will do just that if required. To meet the same need the exterior mirrors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are heated as standard.

## Interior

The right feel is all important for a coach interior and the wide stairs, neat dash and decency shields set the right tone. Extensive use of moquette is made to trim, not only the seats, but also the rack undersides, the centre roof, and insets within the dash and decency shields. Earlier UVG products featured a lot of needlecord and this has now been replaced by plain grey moquette on those areas of the racks, ceiling and bodysides not trimmed in patterned moquette matching the seats.

57 Richards & Shaw Algarve 2 fixed seats, tested to M2 standards, with three point belts and aisle armrests were fitted on the demonstration vehicle. This is the standard option though future vehicles will have 'all age' rather than fixed belt mounting systems. Operators who want recliners can have them, but only with two point lap belts. The additional cost per coach of replacing fixed seats with recliners is £2392 on a 49 seater, £2496 on a 51 seater and £2600 on a 53 seater.

Three lift up roof hatches are included in the basic specification. Other standard items include a digital clock, radio/cassette, PA system, full draw curtains, twin sun visors, and an interior mirror.

Recognising that this is the prototype vehicle, I did have a few reservations about some aspects of the interior finish. My main concern was with the racks which needed something to protect the moquette trim from wear along the lip, and which also needed the trim applying in a manner which did not create air pockets beneath the surface, both matters which Mike Woodward assured me are already the subject of further development work. Other criticisms were the painted metal surface around the emergency door which I felt needed trimming and the inaccurate fit of some of the window surround mouldings.

I can't remember when I last saw a new coach delivered complete with a mop, bucket, broom, dustpan and brush, though they all need such equipment, so I was pleased to see that the S320 came complete with one of each. On the demonstration coach this equipment was located ahead of the radiator on the nearside but may well be moved on future examples.

## Inventive options

Fitted on the demonstration vehicle was an option which will answer those operators who fear using new vehicles on school contracts when they are not on more illustrious duties. For only £1100, a driver's monitor and four cameras can be provided. With cameras mounted at the front and rear of the saloon, over the front door to monitor children alighting and at the rear facing outward as an aid to reversing, the system plays both a safety and a security roll. By linking the system into a video anybody damaging seats can be identified and asked to pay for the damage to be made good. The system can be set to scroll between cameras at a variety of pre determined intervals or onto a single camera for a particular manoeuvre such as reversing.

***Before and after, a comparison of the rear end treatment of the Vanguard 3 and S320.***

Other advertised options include floor carpets, courier seat (£510.00), a heated windscreen, air conditioning, toilet, TV and video, destination blinds and a heated driver's signalling unit. If specified, the toilet would be floor mounted at the rear of the coach. For £1,300 an Eberspacher auxiliary heater can supplement the standard twin pipe Clayton convection system but Mike does not believe this is necessary.

## Back-up

Supporting the S320 will be UVG's Fleetcare service which promises, 'a centrally


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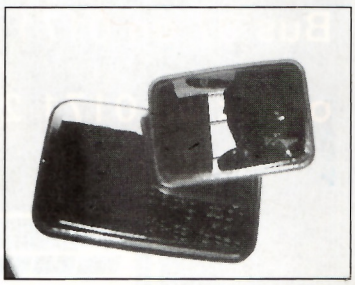

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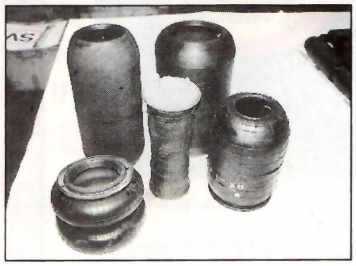

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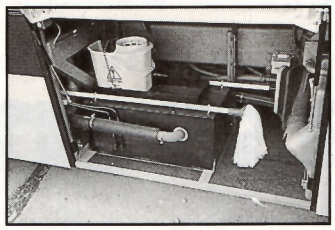
controlled fleet of mobile service units manned by dedicated engineers who are specialists in the maintenance and repair of all UVG vehicles.' At present Fleetcare has six vans based at the UVG facilities at Waterlooville, Bedwas and Brighouse. Mike explained that the care system was based on that which has proved so successful for Daewoo cars. A Fleetcare engineer will call on an operator on the day the coach is delivered to explain all of the functions. He will check upon the vehicle by telephone after a week and will call again after a month to ensure everything is in order.

## Summary

UVG plans to sell the vehicle direct, though it will also be appointing distributors to act on its behalf for deals involving part exchanges. Announcements on these outlets will be confirmed shortly. It is anticipated that the current relationship with Dawsonrentals will be ongoing though a proposed sales arrangement with S.J.Carlton looks unlikely



***Mop, bucket, broom, dustpan and brush all come as standard.***

to proceed. Initially the coach will be offered on the Dennis Javelin at 12.0m, 10.0m and 8.5m but talks are already underway with other manufacturers about the possibility of building the S320 on other chassis. One could conjecture that a new Volvo B7R S320 package would produce a really cost effective traditional style coach.

I will never argue that price should be the only factor in deciding a new coach purchase, but it will always be an important one. At £105,000 I calculate that the S320 costs between £11,000 and £25,000 less than the cheapest new coachwork from other leading manufacturers on the Dennis

***The power pivot entrance door opens fully. Note the drain between the door and the first window which helps clear water from the roof.***

Javelin chassis. For the same cost an alternative would perhaps be a four year old executive tourer, in which case the UVG could be attractive to someone who did not really need the high floor, toilet and other additional equipment. With margins so tight for virtually all kinds of work, price is a compelling argument in the vehicle's favour, but not the only one.

Personal views on the appearance of a vehicle are always subjective but passengers will immediately identify the S320 as a coach, both internally and externally, and it is their opinion which must be the most important one. The standard specification offers a high degree of operational flexibility covering everything from private hire and excursions to school contracts - the on-board camera option making the mixing of jobs far less hazardous than might otherwise be the case.

UVG's first true coach looks to me to offer very good value for money if it fits in with your operation. Perhaps more than any other full size coach on offer it makes a virtue of safety with three point 'all age' belts standard on production vehicles, something worth marketing to local schools. With a strong, well protected structure and plenty of scope for cascading it should enjoy a long stay in the fleet.

**By Stuart Jones**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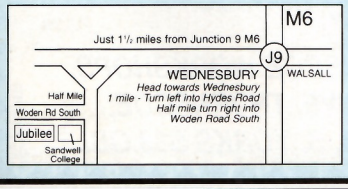


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# Coach passenger environment

**'I would willingly pay a bit more for this kind of luxury,' is a statement often heard from passengers who have travelled on a coach booked because of its low price, when they catch sight of a well specified, clean and attractive coach. Clearly there are many groups of people being transported to and from their chosen destinations in levels of comfort below that which they would have selected for themselves.**

Sadly, it doesn't always follow that they would actually have been prepared to pay more. The dilemma facing operators is balancing what people will pay with what can be provided for that price. Get it wrong and, while you might win more passengers, you might also get rather too many unwanted communications from the bank manager. Clearly investments have to be justified but, as the alternative to not spending on the fleet is a downward spiral in the quantity and standard of work won, then expenditure has to be committed to a renewal and upgrading programme.

Having spent the money, attention to marketing one's enhanced product can pay dividends. Operators are increasingly taking this on board and while not everyone needs to have their own site on the Internet - yet - there are all manner of other ways in which the advantages of coaches in general and your coaches in particular can be promoted. One well known, but still worthwhile project is to organise or attend local events where members of the public can look over vehicles and see what is actually available. If passengers can be educated to discern between basic specifications and luxury specifications it can be a significant stride forward, but it will also give them the chance to appreciate the colour and condition of the interior trim, amount of available legroom and assess the on-board facilities. Convince the potential customer that he or she is getting good value and there is more chance of increased bookings taken at sensible rates.

***Modern moquette styles contribute greatly to the warm ambience necessary in a coach interior.***

Given that there will always remain a place for very basic transport it is most important that it should be presented properly. Above all, the cleanliness and condition of seating and interior trim is paramount. Choice of colours is also very important. It is accepted that many of the darker or traditional colours are often those best suited to general purpose applications, particularly school transport, local sports teams and works contracts.

Keeping interiors clean requires constant attention and a great deal of elbow grease. Fully carpeted interiors take more time to vacuum and are not so easily swept of litter but they do offer passengers a greater sense of luxury. Another bonus is that they often cut down interior noise levels substantially. Modern vinyl flooring materials provide an attractive alternative, are durable, can be non-slip and wash down very easily. The range of textures and colours has also been widened considerably over the last two or three years, making it possible to get good co-ordination with seating fabric patterns or a startling contrast - whatever you choose. Vinyl materials have an added advantage in that their seams can be welded, resulting in a waterproof layer which protects the underfloor.

Seating fabrics are also becoming more varied, but

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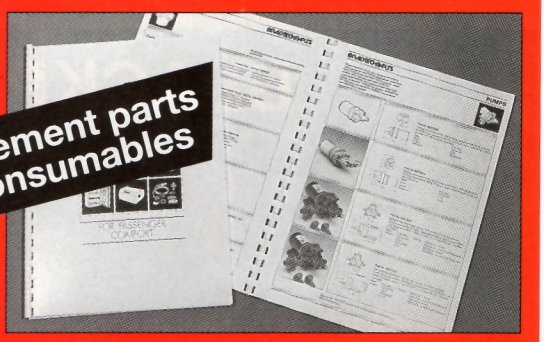


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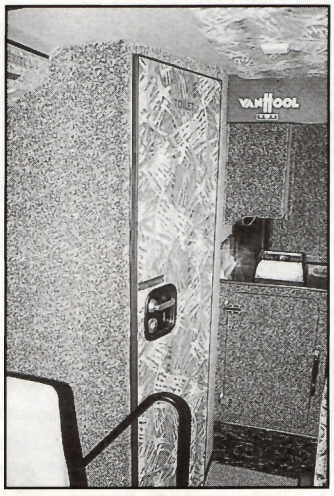
# Passenger Comfort

moquette remains a firm overall favourite. Its natural warmth and fire retardant nature make it a sensible option too. Good moquettes are durable and also quite resistant to stains. Like the flooring, seating fabrics have been developed in a vast range of colour options and with new computerised design techniques it is easy for operators to design their own patterns or to incorporate a corporate logo. Manufacturers like John Holdsworth obviously only offer this where the production run is of a viable size and it would be a very expensive exercise for an operator with just a few coaches.

A number of special cleaning aids are now available to assist in removing marks or graffiti from either the material or ABS plastic thereby helping to keep the interior looking pristine. Other formulations are available to remove unpleasant substances like chewing gum and sticky sweets and there have been useful developments in biological products for cleaning up human mess. Vomit, urine, faeces and blood can be pretty daunting and these can be best combated by using enzymes which are inert, yet produce bacteria that feed on the substance, devouring it and removing any odour. Once the source of nourishment has been removed the bacteria die off and any residual matter can be vacuumed away easily.

The provision of on-board facilities obviously has to be matched to the type of clientele using the vehicle and the work on which it is engaged. Toilets are often demanded by those booking a coach but many operators are finding them under utilised. There is much to be said for having the




***Saloon mounted, sunken or no toilet at all - each has its merits.***

facility available for emergencies but with the changes in drivers' hours regulations and more compulsory stops, a growing number of operators have noted that passengers are generally quite comfortable making use of facilities at motorway services or other stopping points.

On longer excursions or tours a drinks facility is a popular addition. A range of hot drinks, soups, and a selection of canned drinks from a coolbox or refrigerator are popular and can provide a useful additional income. Drinks machines come in a vast number of configurations and there are examples to suit almost every pocket. Coaches with limited space available can make do with a simple water boiler and an outlet for passengers to fill the prepacked cup. Where more room is available, a selection of small, sealed sachets can be installed, either for vending or free issue, giving a wider choice of refreshment. Where plenty of space is available a self-contained system can be employed which operates similarly to vending machines in public buildings.

Long haul passengers often appreciate the chance to acquire hot or cold snacks and there are various forms of provision. Sausage boilers were popular at one time and allowed hot dogs to be served quite easily. More common now are microwave ovens which can heat sausage rolls, savory or fruit pies and even pre-prepared plates of food, similar to aircraft meals. Some operators have even taken full advantage of aircraft-style catering and suppliers exhibiting at recent shows claimed to have had a very encouraging response.

Seating comfort has generally improved over the last few years and the emphasis remains on reclining seats. The only drawback faced here is that it is still not possible to combine recliners with a three-point integral seat belt, although manufacturers claim they are not far off. Purchasers of full-sized coaches get the least choice because coach manufacturers have generally agreed bulk deals with seating suppliers and to specify alternatives can be expensive. Minicoach operators do not face quite the same problems and although they tend not to go for reclining seats, they can take full advantage of a wide choice which meet the M2 safety levels now required.

The provision of on-board entertainment is not an easy thing to gauge. Tastes vary wildly and often passengers prefer not to have their peace

***The array of catering equipment available for coaches grows year on year.***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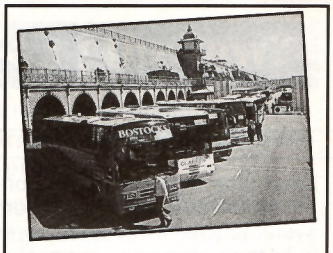

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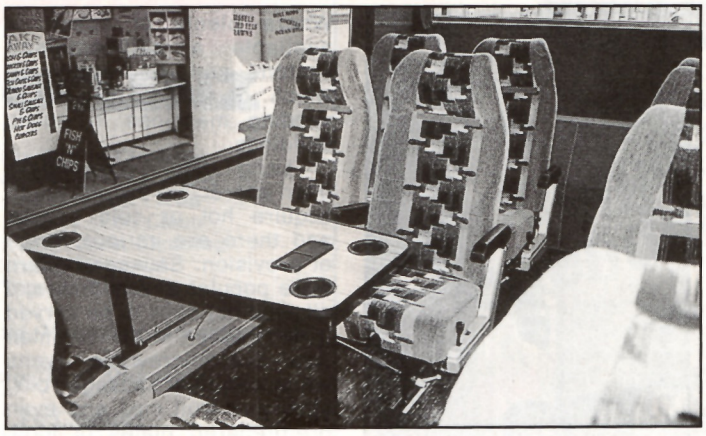
# Passenger Comfort

have little interest in. Personalised video or entertainment systems are the ideal answer but they are an expensive proposition and can probably only be cost effective in niche markets. Having drivers and couriers that are aware of the passengers' feelings can make a real difference to whether the journey is being enjoyed. If the radio or music is playing it needs to be loud enough to be heard properly or it may as well not be on at all. If the music is too loud it can be very intrusive, spoiling people's rest or conversations with other passengers.

Video is also very subjective when it comes to personal choice. Again, it is something that must be easily seen from all seats and it has to be loud enough to be clearly heard. Problems are clearly seen when only a single monitor is installed at the front of the coach and children are aboard. They cannot see over high backed coach seats and so there is a scramble for aisle seats and have to be discouraged from standing or sitting in the gangway to get a better view. Additional monitors may be the answer but these will both increase costs and the security risk.

The timing of any screening should also be taken into account. I can recall one lengthy coach trip on which I travelled to Europe for the first time. My main desire was to take in as much of the scenery and surrounding countryside as possible, yet the video was showing a film and I found it very distracting. By comparison, the return journey was mainly in darkness and there was nothing to see outside, but was the video put on? Not at all. Videos don't have to be purely entertaining though. They can be used to provide passengers with useful information on their destination or background educational material for school trips. Again a little marketing can pay dividends.



***Demountable tables can transform a coach quickly and give it a marketable extra something for clients who are prepared to pay.***

***The more monitors the merrier when it comes to giving passengers a good view of the screen.***

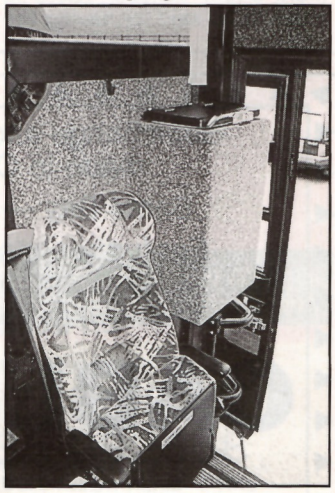
One problem faced by coach operators is that the bulk of the available equipment for heating water, catering, or entertainment is 24 Volt. This makes it very expensive to buy and horrendously expensive to repair - if you can find someone to repair it. Modern developments in electricity generation systems can provide sufficient power at mains voltage to run arc welders and so there is less need to opt for such specialist equipment. Although a mains wiring system would need installing in the coach, it is a relatively simple operation for a domestic electrician and the generators cost about £1500 installed. This amount can pay for itself in one go on a well equipped coach by substituting microwaves, immersion heaters, monitors, video players and refrigerators for domestic examples. Not only are these considerably cheaper to buy they can be repaired at most high-street electrical repairers anywhere in the country.

***Reclining seats with lap belts are currently the most popular option.***

Depending on the nature of the journey, passengers can be kept entertained by special packages. Some suppliers put together educational material and questionnaires for student visits to archaeological sites, museums and other destinations, or puzzles and activity entertainment can be packaged to keep children occupied. These can be sold separately on the vehicle or costed in with the package when the booking is made.

There is also a strange phenomenon affecting the British which is associated with travelling by coach or taking a hot bath - the urge to sing. In order to put some semblance of control over this, Karaoke systems became quite popular for a time although less is heard of this now. Trips to bingo halls have always been a favourite outing for some sections of the community and operators are also able to help satisfy their demand for the game by installing electronic bingo systems on-board.

Perhaps the biggest change to the coach environment in recent years has been the wider adoption of air conditioning. Air conditioning has the power to make a journey a pleasant experience by regulating the ambient temperature without opening windows and dispensing uncomfortable draughts. Systems are not cheap and they do add considerable weight to a vehicle, especially as double glazing is an essential part of maintaining the benefits of temperature and humidity control, but this has the advantage of ensuring windows do not mist up with condensation when the outside temperature drops. Individual vent controls and reading lights have been



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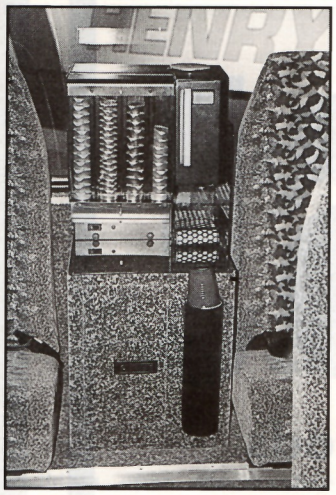

***If weight limits prevent you fitting as many seats as you'd like, make the most of the available space with a drinks facility.***

***This coach features full lap and diagonal belts on fixed seats, and while lap belts and recliners remain the most popular option, the three point alternative has its attractions for safety conscious hirers.***

with us for a long time but still assist in keeping passengers happy because they feel more in control of their own environment.

Coach audio and PA systems have also come a long way in recent years, in terms of quality and sophistication. There is now a wealth of choice for operators looking at aftermarket installations or replacements for original equipment. These now include CD players, advanced specification amplifiers and good quality speakers giving low distortion levels.

Interiors will often deteriorate over time, no matter how well they are looked after and it can be advantageous to go for a complete or partial re-trim at a time when the vehicle is less busy. There are some very good specialist refurbishment companies that have sets of seating, ready trimmed, for exchange. These can often be fitted at the operator's site and the job is completed in less than half a day. Alternatively, an operator's own seating will be rebuilt and re-covered. This allows the operator to have complete confidence in the condition of the seating and offers a wider choice of fabric. Full interior re-trims obviously mean the vehicle is out of service longer and should be planned well in advance.

For those who literally have no time spare, Blackpool Trim Shops can complete a full re-trim in one working day, so the job can be accomplished before the party needs picking up for the homeward leg of the excursion. Does this present the really enterprising operator with a chance to charge a higher rate for the return journey than the outward trip?

**By Martin Cole.**


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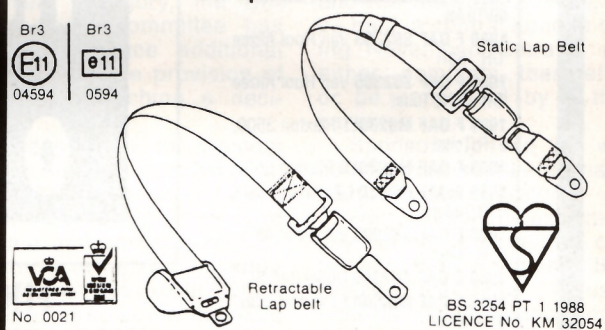


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**1992 J DAF MB230LB** Van Hool Alizee 'H', 51R/Toilet
**1992 J DAF MB230LT** Van Hool Alizee 'H', 51R/Toilet
**1991 H DAF SB2305** Van Hool Alizee 'DH', 51R/Toilet
**1990 G MB230LB** Van Hool Alizee 'SH', 53R/Toilet
**1990 G MB230 LB** Van Hool Alizee 'H'
**1990 G DAF SB3000** Van Hool 'SH', 49/Toilet
**1989 F DAF SB2305** Van Hool Alizee 'DH', 53R
**1989 F DAF SB2305** Van Hool Alizee 'DH', 51R/Toilet
**1989 F DAF MB230LT** Plaxton 3500, 51R/Toilet
**1989 F DAF MB230LB** Plaxton 3500, 53R
**1989 F DAF MB230 LB** Plaxton 3500, 51R/Toilet
**1988 E DAF SB2300** Van Hool Alizee, 51R/Toilet
**1988 E DAF SB2300** Duple 340 SL, 53R
**1988 E DAF MB230LT** Plaxton, 3500, 51R/Toilet
**1988 E DAF MB230 LB** Plaxton 3500, 53R

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**1995 M DAF SB200** Auto, Ikarus City Bus, 49 seater
**1995 M DAF SB220** Auto, Northern Counties Paladin, 49 str bus
**1995 N DENNIS DART** Auto, 10M, Plaxton Pointer, 40 str bus
**1992 J DAF SB220** Auto, Ikarus Citibus, 48 str bus
**1991 H MERCEDES 811D** Optare Star rider

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**1993 K DAF SB2700 HS**, Caetano Algarve, 53R
**1990 G VOLVO B10M** Plaxton 3500, 49R/Toilet
**1990 G DAF DHTD** Duple 320, 57R
**1989 G SCANIA K113** Van Hool Alizee 'SH', 53R/Toilet
**1989 F DAF MB230** Van Hool Alizee 'SH', 53R/Toilet
**1989 PP BOVA FUTURA FHD**, 49R/Toilet
**1989 SB3000 PLAXTON 3500**, 51/Toilet
**1988 VOLVO B10M,** Plaxton 3500, 49R/Toilet
**1988 PP BOVA FUTURA FHD**, 49R/Toilet
**1988 E DAF SB3000** Van Hool Alizee 'DH', 51R/Toilet
**1988 F SB3000** Van Hool Alizee SH, 49R/Toilet
**1987 E SB2300 PLAXTON 3200**, 55 seats, air conditioned
**1987 E SB2300** Plaxton 3200, 53R, air conditioned
**1987 D DAF SB2300** Van Hool Alizee 'H', 49R/Toilet
**1987 D DAF MB230LB** Duple 340, 53R
**1987 D VAN HOOL T815**, 51/Toilet

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# 1997 Bus Industry Award plans unveiled

**Building upon the tremendously successful 1996 Bus Industry Awards scheme, the organisers have announced that a similar competition is to be staged in 1997. Supported by the Confederation of Passenger Transport UK (CPT) and the Local Authority Associations, the awards are open to bus companies and local authorities throughout the United Kingdom.**

The threefold aims of the awards are: to seek to provide an opportunity for positive coverage of bus transport in the media at local, regional and national level; to provide incentives to bus companies, their managements and staff, local authorities and industry suppliers to adopt good practice in their businesses; and to provide a forum in which the best practice can receive wider coverage in the industry.

For 1997 there will be four award categories. These will be:

1). **Bus Operator of the Year.**
2). **The Marketing Initiative Award.**
3). **The Infrastructure Award.**
4). **The Innovation Award.**

As was the case in 1996, the Marketing Initiative Award will be split into two categories with separate prizes for the best operator and the top local authority entry. To provider a clearer differentiation between the Marketing and Innovation awards it has been decided to revise the criteria for the marketing category to place increased emphasis on customer service.

***Award winners gather with their trophies at the 1996 presentation ceremony.***

Based on the experience gained in the award's first year, the Infrastructure category has been expanded to take in Quality Partnerships, including schemes designed to improve the general quality of the bus stop environment and upgrading schemes for bus stations and bus stops.

For the 1997 Operator of the Year category, the BIA management committee has decided to place additional emphasis on the provision of training in reaching a decision.

Always keen to promote the industry in a positive light, Bus & Coach Buyer will once again be supporting the scheme and carrying regular update information. In addition we will be publishing a series of articles on the 1996 winners in the interests of fostering good practice. The first of these items appears in this week's issue.

In 1996 the Bluebird Buses subsidiary of Stagecoach won the Belmont International Bus Operator of the Year title and on the following pages of this issue we take an in depth look at the operation. Bluebird has worked closely with the local authorities in its area to better services and facilities for passengers, entering into a number of quality partnerships which are delivering real benefits. It has shown that inventiveness and a commitment to quality pays dividends - both literally and in the consistent passenger growth that is being achieved.

Nomination forms will be available from the end of April and must be returned by mid July, in order that judging can begin at the end of July. A shortlist of winners will be announced during October and the award ceremony will be held in central London during November. Entrants can either nominate themselves or be nominated by a third party.

Sponsorship will be welcomed from suppliers, manufacturers and operators.

For a nomination form or any further information contact: Michael Anderson, Secretary, The Bus Industry Awards 1997 Management Committee, c/o 2FM Ltd, Ross Holme, West End, Long Preston, Skipton BD23 4QL. Telephone 01729 840268 or fax 01729 840705.

**By Stuart Jones.**

***In 1996 Grampian Transport's Gold Service was highly commended in the Marketing category.***

***Leeds City Council's introduction of a guided busway on the A61 was recognised in the Infrastructure category.***

BLUEBIRD

WINNER - Bus Company of the Year Award - 1996

***With the Royal Warrant, Bluebird emblem and the 1996 Bus Operator of the Year award logo, the corporate image is certainly one of quality.***

# Bluebird Buses

## Bus Operator of the Year 1996

**North eastern Scotland is among the most sparsely populated areas of Britain, on the face of it far from the most promising territory in which to operate a successful large bus company. In 1991 when Stagecoach bought Bluebird Buses, or Northern Scottish Omnibuses as it then was, it had received no new buses and only a few secondhand minibuses in the previous five years and passenger numbers were declining. Only five years later Bluebird Buses deservedly won the Belmont International Bus Operator of the Year title in the 1996 Bus Industry Awards. Stuart Jones made the long trip north to hear the story of effort and investment behind this significant achievement and to see for himself the measures which are generating sustained passenger growth.**

***Passengers speak highly of the drivers, all of whom wear badges with their first names on.***

***The first service to be converted to Interurban coaches was the 305 in 1992. Here one of the latest Plaxton coaches loads in Buckie.***

The key to the turnaround in the company fortunes has been a refusal to accept that decline is inevitable and the introduction of a variety of measures designed to grow the market while providing all passengers with as high a quality product as possible. As a result of these measures ridership has increased annually on a network basis at around two per cent giving a growth figure in excess of 10% since acquisition. At the same time fare increases have been held to a rate below that of the retail price index and are only ever made once a year. Company research has shown that passengers do notice increases and vote with their feet, especially over short distances.

### Local problems

A problem is the spread-out nature of Bluebird's operating territory which forces it to maintain a high number of operating bases. There are currently 18 depots and two outstations and if this seems high remember that Bluebird's extremities are Stirling to the south and the Pentland Firth to the north, a distance of around 250 miles. The area represents around 10% of the UK land surface, but only 0.5% of the buses. Managing director, Neil Renilson, explained, 'The number of depots has implications. Bluebird can't have the same number of spare vehicles, with 18 depots, as say Fife, which has only four depots. You must have adequate spares at each depot and may need more than one, i.e. a spare for each type of vehicle. Ballater has 12 vehicles and three spares - a minibus, a double decker and a coach - because the nearest depot is 40 miles away over slow twisting roads. Bluebird has 18% to 19% spare buses whereas Western has only 12%, so the large number of small, geographically distant depots is a very definite cost. You also have to employ separate wash staff at each location.' In many locations it is important to have a garage building rather than just a compound because winter temperatures and snow cover are such that vehicle starting would otherwise be impaired.

Along with the drawbacks come a number of advantages, admits Neil. There are no motorways and very few dual carriageways with the

***Priority seating is very clearly marked on an increasing number of vehicles.***

result that, 'In much of the area, you're not going to have much difference in journey time whether you use the bus or the car. There's no great speed advantage for the car and that's a big help,' he said, adding, 'If we can make the coach travel experience better, we've got something that there's a reasonable chance of getting commuters to use. You can sit on a coach and read, it's not stop/start, and when you stop the cars behind you stop too.'

Another benefit is that services which are provided by other means elsewhere, such as parcels delivery, still earn Bluebird money, lately through its relationship with the Pegasus Express concern.

## Innovative services

In order to attract additional customers Bluebird has striven to increase the quality of every aspect of the operation as well as introducing innovative new services which offer a convincing alternative to other transport modes such as the car and the train. One of the most successful developments has been the introduction of interurban coach services using a version of the Plaxton Premiere 320 bodied Volvo B10M which was specially designed for Stagecoach.

First to benefit from the interurban coach concept was the 305 route linking Aberdeen with Elgin via Macduff. In England such a service would probably be operated by National Express but in Scotland, Citylink was traditionally less concerned with long distance cross country services. Success with this resulted in more widespread application of the idea, not only with Bluebird but throughout the Stagecoach empire.

The formula has also been spectacularly successful on the A96 Aberdeen - Elgin - Inverness corridor. The number 10 service was originally operated three times daily on behalf of Citylink by Elgin depot. It was acquired from Citylink and the frequency was first increased to two hourly, then hourly between Elgin and Inverness, then hourly throughout, the most recent improvement being an upgrade to half hourly between Elgin and Inverness.

***The contract fleet at Macduff includes Leopards and Bristol VRs. Behind the wall to the left of the picture is the sea.***

***One of an increasing fleet of Plaxton Premiere Interurban bodied Volvo B10M coaches which have revolutionised Bluebird's longer distance routes with high levels of passenger comfort.***

Operated on a wholly commercial basis, a route which was carrying 3,000 passengers a week now carries 15,000 and continues to grow at 8-10% annually. Extras are required on Fridays to cope with the number of students (who benefit from specially marketed low fares) and the Sunday provision has gone up from a couple of trips a day to hourly. In total the route is 105 miles long and the £10 return coach fare compares very favourably with the £26 to £28 train fare. Eleven Plaxton Interurban coaches are allocated to it at present. The A96 has no dual carriageway sections, precluding accelerated running and director and general manager, Ian Mackintosh, believes that, with road improvements, there is the potential for the service to become half hourly throughout.

Rather different in their nature are five late night/early morning services marketed as Aberdeen Nightbirds which link the Granite City with towns such as Stonehaven and Ellon as well as places nearer to Aberdeen. There is also a Saturday night/Sunday morning service offering a single journey each way between Peterhead and Aberdeen. Nightbird leaflets proclaim, 'You drink and we'll drive,' and offer fares rounded to the nearest pound with no change given.

***The small depot at Mintlaw. The low population density in Bluebird's operating area obliges it to have a high number of small depots and carry more spare vehicles than would otherwise be required.***

## Infrastructure

'Quality Partnerships' is the trendy new name for the kind of joint ventures with local authorities which Bluebird has been developing for the last five years. Prior to the introduction of unitary authorities, Grampian Regional Council covered the whole of Bluebird's area (excluding those in Perth). Since the changes, the company deals with three unitary authorities: Aberdeen City Council; Moray Council, covering the area around Buckie and Forres as far south as Dufftown and taking in the Buckie, Elgin and Forres depots; and Aberdeenshire Council, which takes in everything else. The unitary councils have not set up separate public transport units and Aberdeenshire Council at Woodhall House, Aberdeen handles the work on behalf of all three. A common concessionary fare scheme remains in place.

One example of a successful partnership is in Fraserburgh where the town's bus station used to be a rather unsavoury and decrepit place guaranteed not to attract people out of their cars. A joint programme with Grampian Regional Council, prior to the introduction of unitary authorities, has seen it transformed. The Council met £30,000 of the £70,000 cost of the project which includes the provision of comfortable new waiting room facilities, clean well maintained pay toilets, accessed from inside the waiting room, a new driver's mess room, depot controller's office with drop safe and coin counter, litter bins, information displays and seats. A new depot is also planned for the town. At Ballater a new travel shop and waiting room, public toilets and bus shelters have been jointly funded. Where partnerships have been agreed the company has promised and delivered new buses for the areas concerned.

Investment is by no means limited to those locations where the authorities are prepared to chip-in, and the company has an impressive record of spending on its depots and bus stations, some of which I was able to see.

Aberdeen bus station is not ideal in many ways because it was built for buses 27 feet 6 inches long, and while this remains a problem which precludes the use of the articulated interurban coaches which Stagecoach is successfully employing elsewhere in Scotland, it has not stopped the company undertaking a refurbishment programme to upgrade the facilities and appearance of the premises.

# Operator Focus

The travel office has been refurbished and made much friendlier with seating areas. Regularly cleaned pay toilets have been introduced and new shop franchises have been opened including one providing food. An aspect I was particularly impressed with was a commuter club lounge with free drinks facilities to which season ticket holders can gain access by means of their club swipe card. At Aberdeen and at other bus stations I saw, the provision of information regarding services and where they leave from was of a high standard, a finding echoed by a recent NFBU audit of the company's activities.

Elsewhere in Aberdeen, a new depot has been purchased and commissioned at a cost of around £750,000 enabling the company to end its depot sharing arrangement with the local FirstBus subsidiary.

Among other investments have been new depots at Inverness, Tain, Perth and Buckie and significant upgrading work at Elgin, Forres, Macduff, Mintlaw, Stonehaven and Ballater, together with a new information and parcels shop at Peterhead.

Though relations with the local authorities are good, there are some concerns about their long term ability to fund public transport in the way they have to date. Both Moray and Aberdeen City Councils have recently changed the mileage qualification limits for school children from one mile (primary) and two miles (secondary) to the maximum legal requirement of two miles and three miles respectively, in order to save money. Bluebird has lost contracts in Moray because of this and Moray Council is undertaking a tender review at the moment to see what other economies it can make. The effects, especially on primary school children have been considerable,

***Work was nearing completion on the conversion of a former BRS depot into the new Aberdeen garage and it has since opened. The total investment involved is around £750,000.***

***Fraserburgh Bus Station, once an extremely depressing and run down facility has been completely refurbished in a quality partnership between Bluebird and Grampian Regional Council.***

although a few services have been replaced commercially on a marginal basis, in one case with the help of parents who have provided volunteer escorts.

Neil Renilson commented, 'The councils, so far, have adopted a positive and realistic stance on public transport. They have been willing to fund quality improvements, examples of which include bus lanes in Aberdeen, bus stations in Fraserburgh and Ballater, roadside information and network maps. They've taken a fairly progressive view of secured services - allowing them to evolve in line with passenger demand and they don't pay us to run empty buses.' Neil gives them nine out of ten and said, 'There's only one major shortcoming in their approach and that is their refusal to apply any vehicle quality standard when seeking tenders.'

## Two fleets

The current fleet strength exceeds 400, a considerable increase on the pre-takeover figure of around 240, in part accounted for by the incorporation within the Bluebird fold of the Stagecoach operation in Perth and Inverness Traction, though quite a number of smaller independent operators have also been acquired, all of them following approaches from owners who wished to retire.

In effect the vehicles are split into two distinct fleets, those used on front line commercial services and a contract fleet predominantly consisting of 20 year old Leopards and Bristol VR double deckers. Although every effort has been made to modernise the commercial fleet - and it shows - there are no plans to replace the contract fleet because all councils in the area tender on a lowest cost basis with no quality standard beyond meeting the minimum legal requirements. As Neil Renilson points out, this means, 'There is no way you can run anything other than fully depreciated vehicles on both schools services and contracts.' He feels it is regrettable that councils do not impose quality standards, but as they don't the company has to tender on that basis. Throughout Grampian, escorts are provided on all double deckers used on school services and while this is commendable it does nothing to fund replacement vehicles.

Neil commented, 'The kids' exposure to buses in their formative years is travelling on the worst we have to offer, something forced upon us by the local authorities' predilection with lowest cost tenders. They don't even test the market to see what could be done. All tenders are for three years - We'd invest for a five or seven year term.'

Although the contract fleet is somewhat elderly it is well presented. Many Leyland Leopards with Alexander Y type and Duple Dominant bodies have already been completely overhauled, repanelled and retrimmed to improve passenger comfort and this process is continuing as I saw when visiting the company works at Canal Road in Aberdeen. As part of the process a distinctive moquette is applied to the front seats indicating that they are priority seats for elderly and disabled passengers.

Every effort is made to obtain maximum utilisation from the commercial fleet in order to provide as high an overall standard as possible. Bluebird director and general manager, Ian Mackintosh, commented, 'We try to engineer commercial routes to tie-in with schools peaks, so that Interurbans will carry school kids

***An Alexander bodied Mercedes minibus operating a town service in Buckie.***

***Among the oldest single deckers still with Bluebird are Duple Dominant bodied Leopards used on school contracts.***

# Operator Focus

***Stagecoach Perth is the southern extremity of the Bluebird operation though its vehicles are branded differently. Among them are the first of 90 Volvo B6LE bodied Alexander ALX200 low floor buses in the course of delivery to the group.***

***Bluebird has 22 Dennis Dart Alexander Dash 10 metre midibuses.***

where we can link them in, but we can only do this if we win the school tenders. It helps to support a better overall standard on a route.' On the number 10 service between Elgin and Inverness, to which reference was made earlier, the vehicle enhancements were made possible because it carries pupils in the Nairn area at peaks. Thus the peak cost of the vehicles is covered by school contracts which allows the use of a modern vehicle rather than an aged one.

'We've moved away, as much as we can, from tendered bus services,' said Ian. There are very few routes where the whole service is paid for by local councils. We've tried to develop a core commercial basis on every route and on commercial journeys we try to provide a good quality vehicle.'

Ian believes that on a rural route, 'You need to run at least hourly to attract custom. We are working towards running at least hourly on every route.' This is slowly starting to pay dividends. An example of this and the refusal to accept that decline is inevitable mentioned in the opening paragraphs, can be seen on a service between Elgin and Dufftown which serves four local communities. When Ian joined Bluebird this two hourly tendered service was operated with big buses and even after subsidy it still lost money. When it came up for re-tender it was lost to another operator. Rather than give up, an hourly minibus service was developed along the same route. Four years later it is profitable with a little bit of support on a few journeys and the coach seated minibuses used are carrying more passengers than the full size buses did originally.

'When we introduce a new interurban service we sometimes do so over the top of the existing all-stops local service so that people get used to it,' said Ian, 'Often, we have thought that we would cut back the original service later, but have found that the new service creates a market and both the old and the new are commercial.

## Image

Something that strikes you about the Bluebird fleet is the strength of the branding. With the exception of the Perth based fleet which carries the Stagecoach name alone, the Stagecoach name does not appear on Bluebird vehicles, though they do carry the familiar white with red, orange and blue striped livery. Only the Bluebird name in traditional style accompanied by the distinctive blue bird emblem is carried on the side of all vehicles, accompanied by the message, 'Catch the Bluebird,' on the rear.

In addition, the company is one of only three in the country entitled to display the Royal Warrant. Although it is permitted to carry this on all vehicles, its use is limited to those vehicles allocated to Braemar and Ballater and all vehicles fitted with coach seating. Further enhancement of the brand image has followed the BIA award with an additional flash reading, 'WINNER - Bus Company of the Year Award - 1996' starting to appear below the company name on coaches.

## Staff and Training

Bluebird has the highest level of share ownership of any Stagecoach subsidiary at over 90% of the workforce. All staff are now paid monthly on the basis that, 'Professional people are paid monthly.' There has not been a strike under Stagecoach management.

A central part of the company philosophy is, in Neil's words, that, 'Everybody does their utmost to achieve the highest quality they can. Everything else flows from it. Staff know what is expected of them and they have the resources to do it. It enables them to take a pride in the job.'

In order to ensure that customers are treated in the way they would wish to be and that staff self esteem is high, an SVQ level 2 programme for drivers is being introduced in conjunction with BCT. Starting in Aberdeen where 50 drivers will participate, the plan is to progressively extend the scheme throughout the company in order that everyone capable with more than a year's service is SVQ qualified within the next five years.

Bluebird has its own training unit employing two people, one of whom is a full time driver trainer. The company believes in training new staff in-house rather than taking people on with bad habits, although some ready trained people are employed. Another initiative has seen the recruitment of ten apprentice technicians who will follow a programme devised in conjunction with the CENTREX training agency which will involve 20 weeks of off the job training over a three year period. Costing a total of £325,000 over four years, Bluebird believes this is the largest single investment in apprentice training currently being made in the Scottish bus industry.

***To help improve the age profile of the fleet various secondhand vehicles have been acquired including Duple Laser bodied Tigers which were previously with National Welsh.***

***Recent investment has seen the opening of a new depot in Buckie.***

## Summary

Ian Mackintosh, commented, 'We don't believe in wholesale changes to the network, we believe in constant fine tuning, and when you do change things you've got to hang in. Passengers in North East Scotland are probably even slower to adapt to change than the rest of the country so you have to keep it going to give them a chance. If you improve bit by bit you don't risk so much.'

Neil Renilson echoed this attitude, 'We concentrate on fundamental basics like uniforms, cheap fares, clean buses and good timetables. We prefer to spend a little on everyone rather than a lot on the few. We try to raise the standards universally, we won't accept second best and we're not afraid to be innovative or to pinch good ideas from elsewhere.'

With passenger numbers continuing to rise, a commercial fleet that would be the envy of many operators in far more populated areas and an operating profit of 21.1%, Bluebird Buses has laid down a very high standard for competitors in the 1997 Bus Industry Awards to beat.

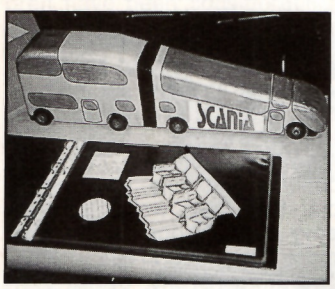
**By Stuart Jones.**

# Scottish school children design the bus of the future

**Encouraging a positive view of the bus among children - the bus passengers of tomorrow - is a difficult task when so much national media covergae is of a negative nature. Children watching the news could be forgiven that bus and coach travel was dangerous when in fact it is many many times safer than travelling by car or bike. A competition organised by CPT Scotland and sponsored by Scania and Esso has encouraged pupils throughout Scotland to think hard about the bus and safety issues by designing the bus of the future.**

Organised in three categories covering primary, secondary and special schools, the competition attracted a staggering 4,000 entries of an extremely high standard. In each category a prize of a computer for the school of the winning pupil was on offer.

In the primary section, covering five to eleven year olds, entrants were asked to draw a colour picture of how their bus of the future would look and show the special safety features they would fit to it. The secondary school competition for 11 to 18 year olds was rather more demanding calling for the entrant's ideas on safety, security, the environment and technology in addition to the overall design.




***The standard of entries was extremely high. One pupil had even produced a large balsa wood model of an articulated coach to support her on-paper design.***

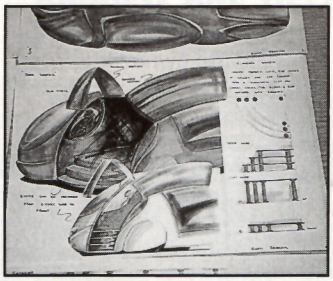
***With Doug Pelling looking on, Euan Jenkins of Beeslack Community High (far right) receives his prize from (L to R) Rolf Teljeby of Scania, Allan Stewart, and David Hamilton of Esso at CPT Scotland's Gleneagles conference.***

Judging the entries was a panel of five including: Doug Pelling, managing director of the Lowland subsidiary of FirstBus and chairman of CPT Scotland; Jim Newman, responsible for bus and coach sales at Reliable Vehicles, the Scottish Scania distributors; Michael Fraser, regional manager of Esso Lubricants; Gavin Booth, Editor of Classic Bus and myself, Stuart Jones, Editor of Bus & Coach Buyer.

We were faced with an array of colourful paintings and drawings which were brimming with imaginative ideas. Many of the children showed maturity beyond their years in the suggestions they included in their pictures. Among the more fanciful were water buses, hover buses, flying buses and triple deckers - inventions which showed tremendous imagination if not practicality. Parachute braking may not be acceptable on the M1, but card payment systems as you board, air bags for every seat including the toilet and all manner of wheelchair access systems show real understanding of the problems operators and vehicle designers face in trying to meet future safety, security and access needs.

Some ideas were attractive if not likely to be adopted on a widespread basis - I liked the bus with a wagging dog's tail at the rear drawing attention to the message, 'Thank you for travelling with us,' and the robot waiter serving drinks on an express coach. There were radar systems to detect traffic jams, cinemas, toys to play with, every conceivable catering facility, Sky television, and all manner of on board luxury, including bedrooms to rest in on overnight services.

***The judging panel: Jim Newman, Gavin Booth, Doug Pelling, Stuart Jones and Michael Fraser.***



***Euan Jenkins' futuristic bus design with ingenious step arrangement.***

Propulsion systems were numerous. Hydrogen, fuel cells, electric overhead systems, batteries and solar power all featured and it was evident that tomorrow's passengers are intensely aware of environmental issues. If only it was as easy as the child whose bus was, 'automatic - so no emissions,' hoped.

After many hours of deliberations a shortlist for each category was drawn up and from these the winners selected. Top of the primary section was David Kelly of Greenrigg Primary School, Harthill, Lanarkshire, with the Scania Electrobus, a design which featured the RAF practice of fitting rearward facing seats for greater safety in an accident.

Top in the secondary category was Euan C Jenkins, a 17 year old from Beeslack Community High, Penicuik, Mid Lothian, whose detailed designs for a hybrid drive bus combined flair, innovative ideas and a really futuristic appearance. This was not a low floor design but an ingenious three stage combined step and lift arrangement meant that a low floor was not needed.

The special needs school section was won by Richmond Park School, Rutherglen, Glasgow, where a large number of the pupils had clearly put a great deal of effort into designing their buses using a variety of materials.

The prizes were presented last week by Doug Pelling at CPT Scotland's annual conference at the Gleneagles Hotel. The work of the winners and many other entrants was displayed at the same time. Afterwards the winners, their teachers and parents were entertained to lunch at the hotel.

**By Stuart Jones.**

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**G (reg) FORD TRANSIT LWB 15 SEATER DIESELS** Choice of six, truly first class one owner examples, all with sensible mileage & fully maintained by one owner from new, specifications inc side loading doors, 5 speed, cloth trim, stereo etc. Excellent from only **£4995**

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**F (89) MERCEDES 307 DIESEL 10 SEAT MINICOACH** with chairlift, a superb example & very well maintained with a super level of equipment & specification including stowaway chairlift, cloth seating, 5 speed box, front entry step & more. Value **£5995**

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**Finance/Lease/Purchase from £89 pwk**

**FORD TOURNEO GLX TURBO D AUTO 1995 M** First class example in beautiful metallic with top specification, twin air bags, PAS, air conditioning, central locking, electric windows/mirrors, stereo system, seatbelts, headrests, side door entry, hi-backed seats etc. Superb vehicle & superb value at **£12,995**

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**NISSAN SERENA DIESEL 2.3 SLX 1996 N** Truly excellent condition throughout, in unmarked glacier white with full top of the range interior trim & features. This very economical seven seater has twin electric sunroofs, central locking, 5 speed power steering, superb cloth upholstery and is one owner from new with very low mileage. Easily one of the finest examples available & superbly priced **£12,995**

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**NISSAN VANETTE ACTIV 2.0 DIESEL K reg** This 7 seater coachbuilt model is one owner from new with only 34,000 miles recorded, featuring tinted glass, demi-back coach style seats, fitted carpets, side loading door, 5 speed box & radio, ideal for the budget conscious family, private hire, organisations etc, an excellent, comfortable drive with low running costs. Top value **£7995**

**Finance/Lease/Purchase from £44 pwk**

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**Finance/Lease/Purchase from £55 pwk**

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**Finance/Lease/Purchase from £55 pwk**

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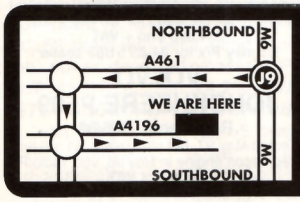


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Choice of 4, various seats, 49/51/53 seats, all immaculate

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1975, 75 seats, choice of 4 -
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**Dodge S56/Alexander Minibus**
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**£5,000 plus VAT**

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32 seats with 6 wheelchairs or 49 seats, re-moquetted 6 mths ago, good condition, maintained irrespective of cost.

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53 reclining seats and crew seat, new MoT, Telma, Blaupunkt PA/Radio curtains, carpets, well maintained, 1 owner, low mileage, excellent condition

**£67,000 ono**

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**1983 LEYLAND TIGER,** 51 seats, Plaxton 3200, MoT Feb '98 . . . . . **£11,500**

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**1987 METRO RIDER,** 25 seats, MCW body, no MoT . . . . . **£3,900**

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**1988 BOVA FUTURA FHD 12-290**

49/53 recliners, centre sunken demountable toilet, hot water boiler, video, drivers bunk, courier seat, blinds, double glazed, tinted windows, lap belts, new MoT

**£58,000 PLUS VAT**

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55 seats, 12 months MoT, PP, seatbelts, good condition. . . . . **£8,500**

## 2 x 1977 BRISTOL VR, ECW

74 seats, d/deck, 1 x MoT Dec '97, 1 x requires engine . . . . . **£6,000**

. . . . . **for the pair**

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6 wheeler Buses (end Council Contract), nice condition (PSV), 12 seats, plus wheelchairs or 19 seats

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29 seater with seatbelts, good condition throughout

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FILE PHOTO

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Full air conditioning, TV, video, centre toilet, 47/49 reclining seats with tables, glove nets, cup holders, Klix drinks machine, fridge, double glazed, full draw curtains and blinds, fully carpeted, Webasto heater and Telma Retarder. Tempo 100, MoT 12 months, very large baggage accommodation.

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**Registered 17/6/87**

Tested Nov/97, 61 seater Exec, engine reconditioning, excellent condition, radio/PA, drinks machine, wired for TV/Video, toilet

**£54,500 ono + VAT**

**Or may P/x for 84-85 51/53 seater**

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**Registered 13/5/88**

Tested May 97, but may retest, 51 seater Exec, recon engine in Nov 96, vgc, radio/PA

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**May P/x 84/85 Volvo**

**Contact**

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# COURT

**1977/79 DAIMLER FLEETLINE,** MCW bodywork, Gardner engine, 76 seats, single entrance, new MoT ..... **Choice**

**1987 LEYLAND LYNX,** Tiger TL11 engine, 49 seats + 21 standees, new MoT, very good condition....

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**1987/88 MCW Metrorider,** 23 seats and standees, Cummins engine-/power steering/power door ..... **Choice of 5**

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**1987 FORD TRANSIT Mk III,** Mellor service bus body, 16 seats, power door, new MoT, painted in white.....

**DOUBLE DECKERS**

**1978 DAIMLER FLEETLINE,** MCW bodywork, 76 seats, single entrance, new MoT ..... **CHOICE**

**SINGLE DECKERS**

**1979/77 LEYLAND NATIONAL MK I,** 49 seats ..... **Choice of 2**

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**1987 DODGE S56, REEVE BURGESS BODY,** 23 seats with luggage pen ..... **£2,500**

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**POA**

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**1979 BEDFORD YMT SUPREME III,** with Paramount front, 53 seats, good condition, power door, radio/cassette/PA, test April/98 .....**£3,750 + VAT**

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401/1540/FC

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**MERCEDES 207,** 1987.....**£3,000**

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**All vehicles + VAT**

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**21 SEATER 608 MERC 1986,** coach seats, test March 1998**£6,000 + VAT**

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Duple 340 highline, air suspension, 51/53 recliners, centre cont door, rear toilet, new MoT March '98

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2 tone grey, new silencer, gearbox, brakes, 12 months test, tax exempt

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**£45,000 + VAT**

**1987 SETRA S215HD**

CHOICE OF 2

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**All coaches in excellent condition with 49 reclining seats plus courier, toilets, coffee machine, TV and Video, driver's bunk, curtains and carpets, with all usual Setra refinements**

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**01698 253091 or 259208**

401/1546/FC

**1981 VOLVO B58 PLAXTON 53 SEATER,** MoT August 8, '97, curtains to windows, power door.....**£12,000**

**1979 VOLVO B58 PLAXTON, 57 SEATS,** MoT July 14, '97, curtains to side windows, power door.....**£10,000**

**1980 LEYLAND LEOPARD PLAXTON,** 50 seats, MoT September 11, '97.....**£6,000**

**1980 LEYLAND LEOPARD PLAXTON,** 53 seats, May 8, '97, full test available.....**£6,000**

**1991 FORD TRANSIT,** 14 seats, MoT October 11, '97 .....**£6,500**

**1990 FORD TRANSIT,** 14 seats, MoT November 8, '97 .....**£6,500**

**1991 FORD TRANSIT,** 14 seats, MoT March 6, '98.....**£7,000**

**6 METRORIDER F REG (1988),** 23 seats, MoT'd 'till Nov.....**£5,000 each + VAT**

**All above vehicles subject to VAT**

**Telephone 01656 739928**

401/1545/FC

**1987 LEYLAND CUB**

Reeve Burgess conversion, 28/20 + 4 wheelchairs, taxed January 1998, MoT December, approx 80k from new

**£6,950 ono**

**TEL E. K. TRAVEL**

**01480 466994**

401/1667/FC

**1988 VOLVO PLAXTON 3200**

Low driver, 50r seats, Webasto, Telma, MoT Jan '98

**£57,000**

***CONTACT JOHN JOSLIN***

**TEL: 01438 746066**

401/1662/FC

**1 x 1985 BEDFORD YNV Paramount 3200,** 57 seat, recent engine rebuild, MoT 7/97 .....**£15.5k**

**1 x 1987 AS ABOVE 55 SEAT,** MoT 9/97 . . . . .**£17.5k**

**1 x 1989 TAZ DUBRAVA,** 49 seat, 3.2, coffee m'c, toilet, MoT 6/97 . . . . . **£19.5k**

**ALL IN GOOD CONDITION + VAT**

**PRICED TO SELL**

**_ NEW VEHICLES ARRIVED**

**BANBURY**

**01295 273338**

401/1661/FC

**1994 JONCKHEERE VOLVO B10M MK IV,** d/g, R/PA, Webasto, 55 vogel recliners, 165,000 km from new, 12 mths MoT, immaculate

**1994 JONCKHEERE VOLVO B10M MK IV,** 51/53 recliners, centre demountable toilet, R/PA, d/g, Webasto, 162,000 km, 12 mths MoT, immaculate

**1990 SCANIA K113 PLAXTON 3500,** full yrs moT, 53 recliners + courier R/PA, new Michelin, all round, excellent condition

**ALLISONS**

**OF DUNFERMLINE**

**01383 726398**

***ASK FOR DAVEY***

401/1659/FC

# · FORECOURT ·

## RENAULT MASTERS

J reg, 1991, turbo diesel, underfloor luggage, seat belts just fitted, finished in white

**£5,500**

**YOUR VEHICLES REQUIRED FOR CASH**

**WADDONS**

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**Fax: 01222 860231**

401/6982/FC

## AEC 1976 PLAXTON 760 SUPREME

45 seater, fitted carpets throughout, radio/PA, additional air operated entrance step, reseated 3 years ago, 13 months MoT, ex Galleon in daily use, numerous spares included

**£4,000 + VAT ono**

**TEL: 0181 8834105**

401/6976/FC

## FORD TRANSIT, C REG

New test, seatbelts fitted, no signwriting, ready to work

**£1,675 + VAT**

**TEL: 01702 541511 (Essex)**

401/6983/FC

## EX MOD LEYLAND TIGER

54 seats, Marshall bodies, TL11 Eng, 6 speed ZF box, PSV 12 months (1983 Nov)

**POA**

**EASTWOODS**

**Tel: 0121 328 5959**

401/1637/FC

## FOR SALE DUE TO RETIREMENT

**1992 TOYOTA OPTIMO II,** 21 seater + courier, hot drinks machine, video, radio, PA system, MoT for 12 months ..... **£32,500 + VAT**

**1995 LDV,** 17 high back seats, **2.5 TURBO DIESEL,** power steering, high roof, air suspension, Tacho, 12 months MoT ..... **£16,500 + VAT**

**1989 TALBOT EXPRESS,** 15 high back seats, SOLD igh roof, luggage racks, e[illegible] tor fan **£4,000 + VAT**

***All vehicles one owner from new, and full service history***

**WOOLFOLD TRAVEL**

**0161 7646408**

401/6981/FC

**1987 D FREIGHT ROVER SHERPA REEVE BURGESS BODYWORK,** 21 bus seats, 2.5 TDI engine, manual gearbox, power doors, destination blinds, clean & tidy, new MoT ..... **£3495 + VAT**

**1985 B RENAULT MASTER ROBIN HOOD** Conversion, 12 high back seats, tidy interior, exterior needs attention, no MoT ..... **OFFERS TO CLEAR**

CONTACT ANDY JAMES ON

**01666 505114 OR 0836 281089**

401/1554/FC

## FORD PLAXTON SUPREME 1978

Long test retrimmed, panelled, maintained regardless of cost

**£3,250 + VAT**

***Part ex-welcome***

**TEL: 01702 541511**

***(Essex)***

401/6984/FC

## MINIBUS 2.1 DIESEL - RENAULT TRAFFIC 94 L REG

Low mileage, FSH, ex-Government (MOD), 12 month's MoT, side facing fold seats, must be seen/driven, as new

**From £4,950 + VAT ONO**

**Tel: 01772 628644**

401/6966/FC

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**TO ADVERTISE IN NEXT WEEK'S ISSUE RING US NO LATER THAN 2 O'CLOCK TUESDAY**

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**Pre-owned coaches**

## Volvo. Coach of the Year *for the third consecutive year.*

### AEC

**AEC 12mtr PLAXTON MARK IV FRONT,** 53 seats with belts, speed limiter, Telma, runs well, good condition all round .....**£4,000 NO VAT**

**ALSO 760 SPARE ENGINE LOW MILEAGE,** needs rebuild, **£500.00** + 3 large side windows, **£200.00 EACH** or **£450.00 FOR ALL THREE.**

**TEL: 01705 241 689 OR 0410 921297** 401/6953/AE

**760 ENGINE SPARES; PISTONS, HEADS, CRANK,** Late supreme complete rear panel (small rear window). Various other body parts; seats, elite & ECW windows, roll of Tarabus flooring, etc. Duple 425 modified back panels. **01403 272999 for full list.** 401/1640/AE

### BEDFORD

**1983 BEDFORD DOMINANT IV, 500 TURBO,** 53 seater, MoT May '97, seat belts fitted, many new parts in last 6 months. ***Genuine reason for sale.*** **TEL: 01271 43601. £5,000.** 401/1528/BED

### ACCESIBLE VEHICLES

## MERCEDES 709

**MAY 1993 K REG**

24 hi-back coach seats on tracking, 3 point seatbelts, low mileage, Henderson hide-away tail-lift, MoT 'til July 1997

**£25,975 ONO**

**0151 489 4116**

401/1542/ACC

### BEDFORD

**1982 BEDFORD DOMINANT IV,** YNT turbo, 6 speed, taxed and MoT'd, very good condition throughout, engine v/s. **£3,000 ono. Tel: 0374 472379** 401/6978/BED

**1986 BEDFORD YNV,** Duple 320, 57 seats, grey/chevron upholstery, recon hi-blow engine just fitted, MoT 6/5/98, cherished number plate. **1975 BEDFORD YRT,** PP, Plaxton Supreme IV front, modern upholstery, MoT Feb '98. **Tel: 01473 822277.** 401/1639/BED

### BEDFORD

**1982 BEDFORD DUPLE YNT TURBO,** MoT'd til June 97, power door, 53 retrimmed Plaxton seats. **£6,250 + VAT ono. Tel: 01761 431643** 401/1553/BED

**1983 BEDFORD YMP PARAMOUNT,** 35 seats, full yrs MoT, only 2 owners from new, FSH, vgc, radio/PA, retrimmed (PP), 1 colour, **£14,750. Tel: 0171 739 5454.** 401/1557/BED

### BOVA

**1983**

## BOVA EUROPA

53 seats with belts, all white respray, usual extras, private plate, VGC Two vehicles at

**£17,000 each + VAT**
**Or £33,000 + VAT for pair**
**Telephone:**

**01494 86 4346**

**(Bucks)**

401/5029/BV

### BOVA

**BOVA FUTURA 1984 FULL SPECIFICATION,** includes 2 monitors, coffee machine, radio/cassette, little done for MoT, retrim, excellent condition, **£23,950 cash only + VAT, no part exchange. 0585 720168.** 401/1533/BV

## BOVA FUTURA ON DAF

Single deck, 53 seats, Regd May 1994, damaged repaired, very clean, any trial

**Telephone Remo at KELTRUCK**

**0121 525 7000**
**or mobile 0831 666679**

401/1653/BV

### DAF

**1985 DAF SB2300 PLAXTON PARAMOUNT 3500,** 53 reclining seats, driver operated door, Peage window, Pannier locker, rack locker, tinted windows, continental door and armrests. **01509 217777 Ext 2109.** 401/9879/DA

## DAF

**1982 DAF 2005 PLAXTON V,** 53 good seats, splitter box, rear engine, MoT July, taxed. **£12,000 + VAT.** May P/x for 1985/86 Plaxton Tiger. **0118 9474561.** 401/5027/DA

**RENTAL, LEASE OR SALE!** MB230, Paramount 3500, 49 seats, rear sunken toilet, drinks machine, continental door, plain white, 1989 F. **DawsonRentals Ltd. Tel 01908 218111 quoting BC.** 401/1671/DA

**DAF 1988 PLAXTON 3500,** rear wc, 49 seats, mint condition, **£45,000 + VAT. 0115 9841298/9814909.** 401/5035/DA

**1987 (D)**
**DAF DHTD**
**PLAXTON 3200**
53 E type seats fitted with belts red/grey interior, white exterior owned from new, MoT expires 19.11.97
**£32,500 + VAT**
In current use and available for inspection
**For further details Please phone**
**01928 572108**
**SELWYNS**
401/6985/DA

**1987 (PP) DAF SB 2305 DHS CAETANO,** 53 retrimmed seats plus courier plus belts, MoT to March 1988. This is a very clean tidy and presentable coach . . . . . **£29,500**

**1983 (PP) DAF MB VAN HOOL,** 51 retrimmed seats with belts, toilet, TV/video etc, runs very well, new MoT to March 1998 . . . . . **£32,500 PLUS VAT**

***SANDERS COACHES***
**HOLT, NORFOLK**
**TEL: PAUL/CHARLES**
**01263 712800**
**EVENINGS 01263 823401**
401/6917/DA

## DENNIS

**NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801.** 401/6768/DE

**1993 DENNIS JAVELIN PREMIERE 320,** 53 reclining seats, radio, P/A, cassette, wheel discs, driver operated door, Telma, side locker, double glazing, tinted windows, curtains and crew seat. **Tel: 01509 217777 Ext 2109.** 401/9878/DE

**RENTAL, LEASE OR SALE!** Javelin 290GX, Caetano Algarve II, 49/51/53 seats, rear toilet, drinks, continental door, plain white, 1995, 6 M N. Javelin 240, Caetano Algarve II, 53 seats, continental door, plain white, 1996 N. **DawsonRentals Ltd. Tel 01908 218111 quoting BC.**

**ONLY 2 REMAINING**
**3 x 1985 DENNIS DORCHESTERS,** 4 speed Voith gearbox, Gardner engine, 44 recliners, corner toilet
**EXCELLENT CONDITION**
**£18,000 ONO + VAT**
**01709 566064**
401/5018/DE

## FORD

**FORD R1114, 53 SEATER, 1977,** good contract vehicle, PSV ticket until Feb '98. **£2,300 reduction due to time wasters. 1978 FORD R1114 PLAXTON. POA. 01202 829122.** 401/1538/FO

## FORD

**FORD PLAXTON SUPREME V 1981,** 45 seater, power door, MoT'd till Feb '98. **£3,500. TEL: 015242 72079 (EVE - AFTER 6PM).** 401/6909/FO

**FORD PLAXTON FOR SPARES INCLUDES 360 TURBO ENGINE. TEL 01646 683634.** 401/1665/FO

**NEW FORD 8 SEAT + DRIVER LUXURY TOURNEO,** belted + carpeted, also 14 + 16 PSV available now. 90 Transit, 13 seat crew bus. **Blythswood Motors (Glasgow) 0141 221 3165 or 0141 639 6107 (eve).** 400/6211/FO

**FORD R SERIES**
**P REG 45 SEATER**
**PLAXTON BODY**
6 speed gearbox, good tyres, good runner
**£1,500 ono**
**Tel: 0121 745 9612**
401/6962/FO

## LEYLAND

**X REG LEYLAND LEOPARD,** 53 seater Dominant, rear end shunt, repairable, semi-automatic. **TEL: 01563 820505.** 401/6908/LE

**LEYLAND LEOPARD 1979,** Plaxton Supreme IV, MoT and tested. **£5,000. Tel: 01285 810000 (Swindon).** 401/6914/LE

**1980 LEYLAND LEOPARD DUPLE DOMINANT,** 53 seats, tested to March '98, 6 speed manual seat belts, VGC. **£6,500 + VAT. Tel: 0114 287 2622, Trevor or Peter.** 401/6887/LE

**1982 LEYLAND LEOPARD DOMI III,** d/glazed, 50 reclining seats, + courier, Telma, radio, 6 speed manual, good tyres, taxed and MoT till June, **£7,950. Tel: 01375 672940 (Essex)** 400/6698/LE

**LEYLAND NATIONAL MK II 1980**
Tested Jan 1998, 49 seats, excellent condition
**£7,500 + VAT**
**0151 922 8630**

**1 x LEYLAND LEOPARD/PLAXTON SUPREME,** 1979 DP, semi auto, 53 seats, MoT full year ..... ~~£6,000~~, **£5,000 + VAT**

**1 x LEYLAND TIGER PLAXTON 3200 PARAMOUNT,** 1985 hydracyclic, 53 seater, MoT full year ..... ~~£24,000~~, **£20,000**

**1 OF CHOICE OF 2 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200,** 1987, 12mtr, 53 seater, hydracyclic gearbox ..... **£34,000**

**TYRES EXTRA ON ALL ABOVE VEHICLES**
***Contact Mr Hilton***
**Blackburn Borough Transport Ltd**
**Tel: 01254 51112**
401/1534/LE

## LEYLAND

**LEYLAND LEOPARD,** manual 51 seater, 1980, full year's MoT. **£8,000. LEYLAND LEOPARD SEMI-AUTO,** 55 seater, 1978, full year's MoT, repanelled, resprayed, new moquette. **£6,500. LEYLAND LEOPARD SEMI-AUTO,** 51 seater, 1976, MoT Aug/97, new moquette. **£4,000. TEL: 01580 879537/343 FAX: 01580 879629.** 401/1518/LE

**1985 LEYLAND TIGER TL11**
Laser II body, 57 seats all fitted with full seat belts, well maintained
**This is a bargain at £17,000 + VAT**
**Tel: 0161 477 0652**
**FRESHFIELD COACHES of Stockport**
401/1601/LE

## MAN

**MAN DEC 83 28 SEAT,** Rec engine, will test, seat belts. **£10,000. Tel: (01278) 792275/795333.** 401/1513/MN

**H REG**
**CAETANO ALGARVE**
**MAN 10.180**
35 seater + courier, exterior white/pink stripes, interior grey/red, full draw curtains, centre carpet, inertia reel seatbelts, radio/PA, continental door, very clean and tidy, MoT till end of July, come and see for yourself.
**£55,000**
**TEL: 01753 648435 or 01753 644878**
401/6958/MN

**MAN SR280**
49 recliners, TV, video, toilet, drinks, d/glazed, MoT till end of July, recent respray in white, 2 pack, any inspection welcome
**£12,000 ono**
**TEL: 01279 426266**
401/6973/MN

## MERCEDES

**WANTED FOR CASH ALL SIZES AND FOR SALE MERCEDES COACH SPEC,** 37 seat 814L plus 33 seats 814, forced air, plus 29 and 25 seat 711 turbo, in stock now, 611 + 711 turbo conversions for 24 seat p/door, large boot available now, with 611 turbo w/chair/24 coach seats or 6 wheel chairs, 412 16 seaters also 412 16/5 wheelchairs all in stock now. **Tel: Blythswood Motors, Glasgow on 0141 221 3165 or 0141 639 6107 evenings.** 399/6779/ME

**MERCEDES 609 1990 21 SEATER,** seat belts, MoT till March/98, taxed till Nov/97. **£17,500 + VAT. 01904 707394.** 401/1519/ME

**MERCEDES 408D,** 15 seater luxury coach, 1990 reg, MoT March '98, one owner from new, dealer maintained, seat belts fitted. **£8,800 + VAT. Tel: 01937 833098.** 400/6797/ME

**MERCEDES SERVICE BUSES WANTED FOR CASH** available now, new, manual + auto with new DIPTAC, 300mm + floor height, 29 + standees, also 33 + 12 standees, auto and Telma, choice of bodies, **part ex welcome, Blythswood Motors, Glasgow on 0141 221 3165 or 0141 639 6107 evenings.** 399/6778/ME

## MERCEDES

**NEW AND RECENT MERCEDES BUSES, available for rental. Tel: 01625 860888 or 0836 782801.** 401/6769/ME

**1988 MERCEDES 307D,** 12 hi-back seats with seat belts, hi-roof, tested Sept. **£3,250. Tel: 01244 543288.** 401/6920/ME

**1991 MERCEDES 811D,** 33 coach seat, PMT conversion, boot, power door, luggage racks, new MoT.**£25,000 + VAT ONO. TEL: 0141 554 1157.** 401/6954/ME

**MERCEDES 609 24 HI-BACK SEATS,** Bristol dome, body skirt, large boot, power door. **£9,500 ONO. 0131 440 4400 OFFICE, 0131 666 0857 HOME (EDINBURGH).** 401/1520/ME

**WANTED: MERCEDES 811/814D,** 29/33 seater, coach spec. **TEL: 01446 781450.** 401/6961/ME

**1989 MERCEDES 0303 RHS,** 53 reclining seats, radio, P/A, cassette, driver operated door, ABS, exhaust brake, side locker, Webasto, crew seat and air conditioning. **Tel: 01509 217777 Ext 2109.** 401/9875/ME

**MERCEDES 609, 1990,** 26 seater, coach seats, M2M conversion, MoT Nov 1997, taxed. **Telephone: 01383 411311 or Morn. 01383 852937.** 401/5024/ME

**1985 MERCEDES 608,** 23 bus seats, recent clutch and brake reline, MoT 10th June, ideal school bus. £2,850 + VAT. Phone: Crawley (01293) 521002. **SOLD** 401/1645/ME

**MERCEDES 709 26 SEATS + COURIER,** coach spec, low miles, MoT Dec/97, registered 1988, any inspection. **£11,500 ONO. TEL: 01785 714124.** 401/1537/ME

**1991**
**MERCEDES 609D**
Coach, Reeve Burgess conversion, 23 coach seats with belts, radio/cassette, PA system, p/door, boot, tested till April '98
**£23,000 + VAT**
**TEL: 01294 278440**
401/1617/ME

**MERCEDES 609D 1988**
24 coach seats with lap belts, rear boot, all white, tested March 98, good reliable vehicles
**£10,750 + VAT**
**01274 497218**
**(Bradford)** 401/1549/ME

**N REG 1995**
**MERCEDES 410**
**16 SEATER**
Autobus conversion, tested till October, very clean + tidy
**£24,000 + VAT**
**01924 372073**
401/1551/ME

## MERCEDES

**MERCEDES 410D 1994 (L) 15 SEAT LUXURY MINICOACH,** dealer serviced, 3 point inertia seatbelts, many refinements, excellent condition, **£18,495 ono + VAT. Tel: 01522 810262.** 401/1548/ME

## MIDICOACH

**RENAULT DODGE 1988 PERKINS PHASER II**

28 seats/12 wheelchairs with Linwell Hideaway Lift, Eberspacher heating and power door, low mileage, new MoT, choice of 7.....**£6,500 + VAT**

**PATTERSONS COACHES**
**West Midlands**
**0121 471 2000**
401/6683/MD

**18 SEATER CAETANO FOR SALE**

J Registered, complete with TV, Video, seat belts, good condition, must be seen, **choice of two**
**£22,995 + VAT ONO**
**Small part exchange considered**
**Tel: 0181 985 4411**
401/6582/MID

## MIDIBUS

**MAN 8136 REEVE BURGESS 32 SEATER 1985,** tax and tested Nov '97, good condition, ready to roll. **£11,500 + VAT ono. 01245 251322 (Essex).** 401/5026/MID

**1987 (E) IVECO 49.10 MIDI BUSES**

Robin Hood bodied, 23 seats, 6 standing, with luggage pen Finished in red with white stripe. All vehicles with tax and MoT

**£5,500 + VAT**
**CONTACT CHRIS SQUIBB, ENGINEERING MANAGER ON 01983 522456, EXT 239**
401/6969/MID

## NEOPLAN

**NEOPLAN SKYLINER Y REG 71 SEATS,** toilet, long MoT, taxed, clean and tidy, new shape front. **£25,000 ONO + VAT. 0131 440 4400 (OFFICE), 0131 666 0857 (HOME) (EDINBURGH).** 401/1521/NE

## MINIBUS

**VARIOUS LEYLAND DAF HI-TOP, LOW TOP, 12-16 SEATERS**

Various prices/years
**FROM**
**£3,000-£8,000**
**Tel: 0181 459 2595**
401/6575/MB

## MINIBUS

**1981 FORD TRANSIT,** 16 seater, MoT, tax, tidy condition, suitable for school contract. **£700.00 + VAT ono. Tel: 01279 427524.** 401/1657/MB

**T & L COMMERCIALS**

**J MERCEDES 709D,** 24 seater, Mellor body, full seat belts, p/door, automatic, only 80,000 kms, FSH, new PSV test.....**£21,995**
**J MERCEDES 308D,** 14seater, full seat belts, only 81,000 kms, FSH, new PSV test.....**£10,995**
**G MERCEDES 308D,** bus, fitted tail lift .....**£6,995**
**G RENAULT MASTER,** petrol bus, fitted tail lift, only 42,000 miles.....**£4,295**
**G RENAULT TRAFFIC,** h/top, fitted tail lift .....**£3,995**
**H RENAULT MASTER,** 14 seater, diesel.....**£5,495**
**F TALBOT TRIAXLE,** fitted tail lift **£4,995**
**J IVECO DAILY,** turbo diesel, Mellor body, p/door, fitted tail lift.....**£11,995**
**F TRANSIT DORMOBILE,** petrol, fitted tail lift.....**£4,995**

**THIS IS A VERY SMALL SELECTION FROM OUR STOCK OF 50 MINIBUSES**

**TEL 01708 522702, 0850 522702**
**5 MIN M25 DARTFORD TUNNEL**
**STEVEN LINES** 401/6977/MB

**TALBOT EXPRESS 2.5 TURBO DIESEL 12 SEATER,** low roof, L reg, PSV test Sept/97, COIF, one owner from new, luxury trim. **£6995 + VAT. TEL: 01920 438888.** 401/1544/MB

**TRANSIT TAXIBUS 1989 WHITE,** F X 4 type partition, 10 seats, luxury trim, 3 w/chairs, s/step, ramps, PSV, COIF, saloon heater, serviced, taxed, MoT, **£5,500. 01493 858399.** 401/1550/MB

**G REG LEYLAND DAF 200 MINIBUS,** Perkins diesel engine, 5 speed gearbox, 12 seater, seat belts fitted, good condition, very reliable, PSV. **£3,525. 01302 711217.** 401/6979/MB

**RENAULT MASTER T35D 16 SEATER MINIBUS,** reconditioned engine Aug/96, PCV test Oct/97, taxed, bereavement forces sale, high top, underfloor luggage space. **£4,500, F REG. TEL: 01536 761334.** 401/1522/MB

**IVECO TURBO DAILY 1987,** 21 seats + 6 standees, service spec,, PSV Sep/97, Robin Hood body, POD, PAS, clean condition, ready for work. **£3,250 + VAT ONO. 0115 945 5746.** 401/6919/LE

**D REG IVECO 49.10 21 SEATER ROBIN HOOD SERVICE BUS,** tested 12 months, tax 6 months, vgc, seat belts fitted. **£2,800 + VAT ONO. TEL: 01539 731894 (CUMBRIA).** 401/6900/MB

**1987 TALBOT EXPRESS 12 SEATER,** 2.5 diesel, tested till end of July, very tidy, good runner. **£2,750 (NO VAT). TEL: 01705 552280.** 401/6957/MB

**1990 TRANSIT 12 HI-BACK GRAFFITI SEATS,** 12 months MoT, new conversion April 1996, carpeted, lap and diagonal belts, metallic blue, unlettered, excellent condition. **£4,000 + VAT. 0113 2609824.** 401/6968/MB

**1986 DIESEL TRANSIT,** 16 seater/5 standees, Dormobile Service Bus, white, taxed, MoT, power door, well maintained. **BARGAIN £1,950, PART EXCHANGE TAKEN (BUS, VAN, CAR, ETC). 01707 652706.** 401/6965/MB

# HOUSTON RAMM

## COACH SEATED VEHICLES

**1989 G FREIGHT ROVER, 20 seat coach, Carlyle Mark II bodywork, 5 speed gearbox, power door, high back beige/orange seats, 2 point seat belts, luggage racks, one only, ready this week . . . . . £6,995**
**1989 G FREIGHT ROVER, 16 seat coach, Carlyle Mark II bodywork, 5 speed gearbox, power door, retrimmed high back seats with two point seat belts, radio/cassette, large full height rear luggage pens separated from passenger, driver's locker, one only now being prepared . . . . . £7,495**

**1987 D FREIGHT ROVER SHERPA, Carlyle Mark II, 16 seat coach, green moquette high back seats with three point height adjustable belts, large luggage pens at rear, driver's locker, saloon heater, power door, one only at just . . . . . £4,495**

**1977 PP BRISTOL LHS PLAXTON SUPREME, 30 retrimmed Plaxton Relaxa reclining seats with armrests, soft trim to centre roof, power door, gangway carpet, Supreme IV front, seat belts, refurbished by us in 1996, in outstanding condition throughout, unique vehicle at just .....£5,995**

**1991 J IVECO 49.10** Turbo Dailys, Carlyle Mark III bodywork, 23 or 25 seats, 5 speed manual, power doors, resprayed brilliant white, optional luggage pens, power steering, exceptional inside and out, matching pair at . . . **£13,995 each**
**1990 G IVECO 49.10** TurboDaily, Robin Hood/Phoenix bodywork, 5 speed manual, power steering, 23 or 25 seats, power doors, luggage pen, resprayed in brilliant white, new MoT, **AVAILABLE NOW,** one only . . . . . **£7,995**
**1988/9 E/F/G RENAULT S56,** Mark II, Northern Counties 25 seat buses, automatic gearbox, coachbuilt fronts, red or fawn interiors, power steering, disc brakes, Telmas, choice of three very clean machines from .....**£4,995 to £6,495**
**1988 E IVECO 49.10** TurboDaily, Robin Hood bodywork, 5 speed manual, 23 or 25 seats, power doors, luggage pens, choice of two only . . . . . **£5,495**
**1987 D MCW METRORIDER MF150/3,** Midibuses, 23 seats, Diptac handrails, Perkins 6 litre/Allison 4 speed gearbox, power steering, power door, attractive red patterned moquette seating, full soft trim interior, extra ventilators, saloon heating, very good specification. Choice of three only . . . . . **£6,995 each**

**JUST ARRIVED _ MERCEDES 608D/PLAXTON 27-SEAT BUS**
**1985 B MERCEDES 608D PLAXTON SUPREME 27-SEAT BUS, coach type power door, rad... luggage racks, luggage boot, saloon heater, attractive bu... in brown moquette, wide body, would take 850mm wide double coach seats.....£5,995**
SOLD
**1981 X LEYLAND CUB CU435,** 31 seat buses, 8 standees, Duple Dominant bodywork, Allison automatic gearboxes, red interiors, just two PSV owners from new, versatile and reliable vehicles, choice of two .....**£3,495**

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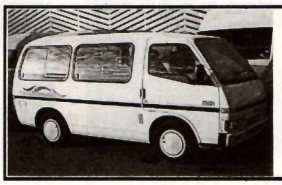

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**FOR IMMEDIATE DELIVERY**
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**USED VEHICLES**

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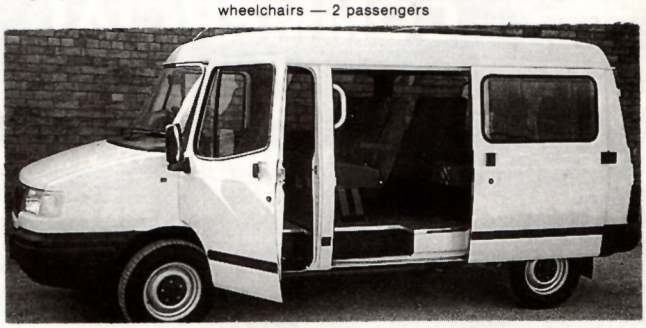

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**1990 G SCANIA K113 VAN HOOL ALIZEE,** 49 seats + c, toilet, TV/video, drivers bunk, radio/PA/cassette

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*MoT October, taxed, 76 seats, good condition, wired for TV, video, PP*

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55 recliners, seatbelts and curtains, tested 'til May 97. Owned by ourselves from new and maintained by Volvo agents. Will re-test if necessary

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58 seater, full exec, TV/video, 1 yrs MoT, clean vehicle

**£30,000 + VAT**

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401/1502/VO

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**Both vehicles in good order No reasonable offer refused**

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53 recliners with retractable seatbelts, new MoT, warranteed, 265k miles with full service history, only 2 owners from new, we have owned from 1987, Telma, Webasto, underfloor lockers and many more extras

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**1995 SCANIA IRIZAR CENTURY,** 49 reclining seats, air conditioning, toilet, continental door, video and monitor, fridge, water boiler, interior – autumn tint, exterior – red/orange

**1994 BOVA FUTURA FHD,** 49 reclining seats, centre sunken toilet, water boiler, fridge, continental door, double glazed side windows, aircraft type luggage racks, air conditioning. Interior – grey.

**1994 BOVA FUTURA FHD,** 51/55 reclining seats, centre sunken demountable toilet, continental door, double glazed side windows, driver's bunk. Interior – grey; Exterior – white. MoT January 1998

**1994 BOVA FUTURA FHD,** 53 reclining seats, courier seat, interior – grey/green; exterior green/black, MoT February 1988

**1993 DAF 3000 SB CAETANO ALGARVE,** 49/51 reclining seats, demountable toilet, continental door, wired for video/monitor. Interior – red; Exterior cream/red/gold. MoT December 1997

**1992 VOLVO B10M VAN HOOL ALIZEE DH,** 48 reclining seats, rear toilet, continental door, servery – incorporating boiler & fridge, double glazed, wired for video/monitor. Interior – blue/grey; Exterior – silver. MoT October 1997

**1992 TOYOTA OPTIMO,** 18 reclining seats. Interior – grey/red. MoT December 1997

**1990 NEOPLAN SKYLINER MERCEDES V8 ENGINE MANUAL GEAR BOX,** 77 reclining seats, toilet, fridge, water boiler. Interior – red; Exterior – white. MoT November 1997

**1989 VOLVO B10M PLAXTON PARAMOUNT 3500,** 57 seats, power door, Telma retarder. Interior – autumn tint; Exterior – white/orange. MoT January 1998

**1989 LEYLAND DAF,** 16 moquette seats. Interior – autumn tint; Exterior – white. MoT August 1997

**1989 BOVA FUTURA FHD,** 53/57 reclining seats, centre sunken demountable toilet, continental door, fridge, water boiler. Interior – autumn tint; Exterior – white

**1989 LAG PANORAMIC,** 49 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior – grey; Exterior – white. MoT June 1997

**1989 DAF SB3000 CAETANO ALGARVE,** 53 reclining seats, interior – autumn tint, exterior – red/white/blue, MoT May 1997

**1988 DAF DKFL CAETANO ALGARVE.** 53 reclining seats, continental door. Interior autumn tint; exterior – white. MoT September 1997

**1988 CHARISMA,** 49 reclining seats, centre sunken toilet, continental door, double glazd side windows, air conditioning. Interior – grey/red; Exterior – white. MoT July 1997

**1988 DAF DKFL CAETANO ALGARVE,** 51 reclining seats, rear sunken toilet, continental door, water boiler, wired for video/monitor. Interior – red; Exterior – white. MoT May 1997

**1986 BOVA FUTURA FHD,** 49 reclining seats, rear floor level toilet, fridge, water boiler, double glazed side windows, wired for video/monitor, Interior – grey/red; Exterior – white. MoT August 1996

**1985 NEOPLAN SKYLINER,** Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior – red; Exterior – white. MoT January 1998

**1985 LEYLAND TIGER DUPLE 340,** 48 reclining seats, rear sunken toilet, continental door. Interior – autumn tint; Exterior – white. MoT March 1998

**1984 BOVA FUTURA FHD,** 49 reclining seats, centre sunken toilet, continental door, double glazing, wired for video/monitor. Interior – grey/maroon; Exterior – white. MoT May 1997

**1984 VOLVO B10M BERKHOF EVEREST,** 51 reclining seats, floor level toilet. Interior – autumn tint; Exterior – white. MoT July 1997

**1983 VOLVO B.58 11 MTR PLAXTON PARAMOUNT 3200 (RE-BODIED),** 48 seats. Interior – autumn tint: Exterior – cream/green. MoT April 1997

**1983 DAF DKTL CAETANO ALPHA,** 53 reclining seats, power operated entrance door. Interior – autumn tint; exterior – white/yellow. MoT April 1997

**1981 VOLVO B58 PLAXTON SUPREME 11 MTR,** 53 seats, power door. Interior – autumn tint; Exterior – cream/orange. MoT January 1998

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**1991 TOYOTA OPTIMO II,** 21 seater coach ..... **£24,950**
**1990 VOLVO B10M PLAXTON 3500,** 49/53 recliners, centre toilet, low mileage ..... **£74,500**
**1989 (G) LAG PANORAMIC,** 49 recliners, centre toilet, double glazed..... **£59,950**
**1988 BOVA FUTURA FHD,** 49/53 recliners, centre toilet, TV/video..... **£55,950**
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401/1697/UN

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**1982 LEYLAND TIGER PLAXTON,** 55 seater retrimmed
**1980 VOLVO VIEWMASTER,** 53 seater
**1991 OPTIMO,** 18 seater MkII
**1980 LEYLAND LEOPARD,** 53 seater
**1985 BOVA EUROPA II,** 53 recliners
**1984 VOLVO B10M DUPLE,** Caribbean, choice of 2
**1983 DAF LAG GALAXY,** 53 seater
**1980 VOLVO B58 DOMINANT II,** choice of 3
**1978 AEC PLAXTON,** 53 seater
**1982 BEDFORD YNT SUPREME VI,** 49 seater

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**LEYLAND TIGER**
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**1982 PLAXTON SUPREME V EXPRESS,** 53 seats, semi auto, various tests, choice
**1983 PLAXTON PARAMOUNT 3500,** 48 seats, toilet, servery etc, retrim, ring for details
**1982 DUPLE DOMINANT II,** 51 seats, semi auto, power door, Aug test
**LEYLAND NATIONAL**
**1980 MK II,** 680 ENGINE "B" Series spec, 49 seats, test Oct
**1977 MK 1 VOLVO,** repower + wide band gearbox, by main dealer, 10.3m, 42 coach seats + DiPTAC poles etc, test July
**LEYLAND ATLANTEAN**
**1978 AN 68,** Alexander body, 56 eats, test Jan '98
**BEDFORD**
**1987 PLAXTON DERWENT BUS,** 49 coach seats, test Oct
**MIDI COACHES**
**1991 MERCEDES 514D,** Whittaker coach body, 33 coach seats with seatbelts, boot etc, test Aug. Ring for full spec
**1989 LEYLAND SWIFTS,** Reeve Burgess Harrier coaches, power door, large boot, Allison auto gearbox, one with 37 coach seats, one with 55 coach seats, repanelled and painted white, test March 98
**1988 MERCEDES 709D,** Wadham Stringer bodywork, auto gearbox, 25 bus seats, test Nov
**1988 MERCEDES 609D,** Reeves Burgess bodywork, 25 bus seats, choice, various test
**1987 RENAULT DODGE,** Alexander body, 19 seats, auto gearbox, test Oct
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**1989 VOLVO B10M PLAXTON PARAMOUNT 3500** 51 reclining seats, including seat belts, centre sunken demountable toilet, continental door, double glazing to side windows, curtains, drinks machine, radio and PA, drivers sleeper
**1989 (Nov) VOLVO B10M PLAXTON PARAMOUNT 3500** 51 reclining seats, complete with seat belts, courier seat, centre sunken toilet, continental door, double glazing, curtains to side windows, video and monitor, crew compartment.
**1988 (Aug) TALBOT 3 AXLE EXPRESS PULLMAN** 22 Moquette Bus Seats, 7 Standees, O.M.O., Single Fol Jack Knife Door, MoT Oct.
**1988 VOLVO B10M VAN HOOL ALIZEE** 48 reclining seats and courier seat, seat belts, centre sunken toilet, continental door, curtains to side windows, video and monitor,crew compartment, drinks machine and fridge.
**1987 BEDFORD PJK PLAXTON PARAMOUNT 3200** 29 seater. New MoT, available now
**1986 VOLVO B10M CAETANO ALGARVE I** Low driver position, 53 re-moquetted reclining seats, wiring for TV/video, radio/PA. New MoT.
**1986 DAF MB230 DUPLE 340** 49 reclining seats, courier seat, toilet, continental door, wiring for video. Long MoT.
**1986 IVECO VIANA CAETANO** 19 seater coach, blue / grey interior, two tone blue exterior, power door. MoT 23/05/97.
**1983 DAF MB200 LAG GALAXY** 49 reclining seats and courier seat, (recent re-trim) rear offside toilet, continental door, double glazed, re-painted Silver metallic exterior.
**1983 VAN HOOL ACRON** Telma Retarder, 48 reclining seats and courier seat, toilet, fridge, double glazing. New MoT
**1981 MERCEDES BENZ 0303 JONCKHEERE BERMUDA** 49 reclining seats and courier seat, toilet, wired for video, re-painted White exterior
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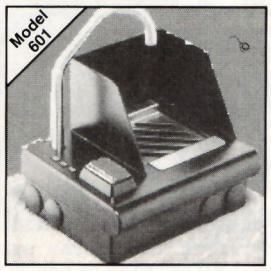


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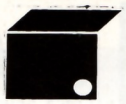

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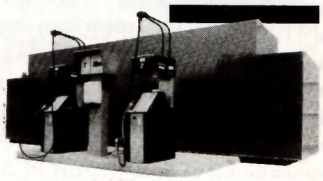

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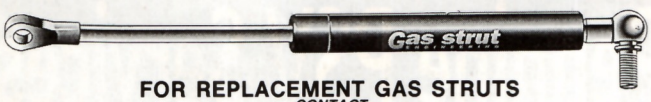


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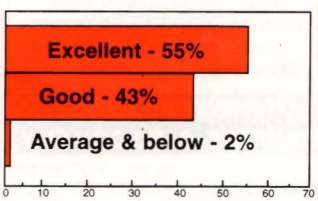


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